

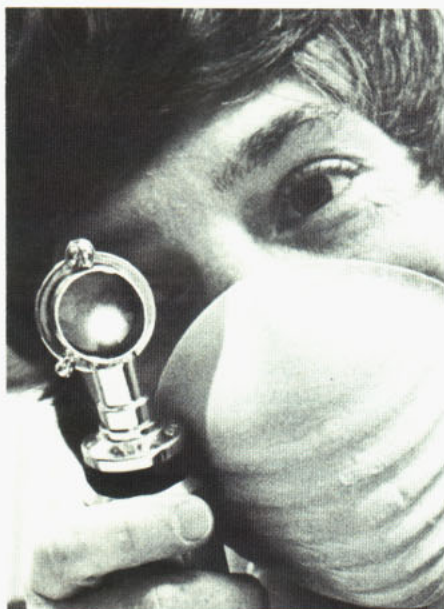
ALL HANDS

NOVEMBER 1977





Four of the U.S. Navy's active duty astronauts meet with Secretary of the Navy W. Graham Claytor, Jr. (center), during their mid-September visit to Washington. From left: CDR Robert L. Crippen, Capt. Joseph P. Kerwin, CDR Bruce McCandless, and CDR Thomas K. Mattingly, II. The astronauts also visited the Chief of Naval Operations, Vice Chief of Naval Operations, the Naval Research Laboratory and the Chief of Naval Material while in the area. (Photo by David Wilson)



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NOVEMBER 1977
NUMBER 730

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Currents

SECNAV Proposes

Reserve Program Change ● Secretary of the Navy W. Graham Claytor, Jr., has proposed to Congress that the Reserve Management Personnel System, which will integrate regular officers into reserve management assignments, be implemented as of Nov. 1, 1977. The plan calls for an orderly phase-in of regular and recalled selected reserve officers into key reserve management and policy billets during a 15-year period. As TAR officers complete normal careers, they will be replaced by these officers in the Reserve Management System. Under this plan, TAR officers currently on active duty will be able to continue with undiminished career opportunities. No involuntary releases are associated with the plan. The enlisted TAR community will continue its historic role in the Naval Reserve. Regular officers, and selected reservists recalled to active duty under the plan, will be assigned to key reserve management functions. During the transition period, both regular and TAR officers will be assigned to reserve billets. In a letter to the chairmen of the House and Senate Armed Services and Appropriations Committees, Secretary Claytor said, "I have concluded that attainment of a truly homogeneous total force that we all seek, requires the closest direct and mutual involvement, and singleness of purpose, between our regular and reserve force managers. Only in this way will we be able to achieve the desired readiness and efficiency of our reserve forces. I am determined to achieve this common objective."

Maternity Uniform

For Officer and Enlisted Women ● The Navy has approved maternity uniforms for its officer and enlisted women. The uniforms were developed because Navy women wanted an attractive and practical uniform which would allow them to maintain a professional appearance while performing military duty during pregnancy. Currently, pregnant women wear civilian maternity clothing when conventional uniforms no longer fit. The anticipated cost of the versatile four-piece ensemble is under \$40. The uniforms will be available for purchase in Navy exchanges or through special order outlets early in 1978. The ensemble consists of a long- or short-sleeved shirt, dark blue slacks and skirt, and dark blue overblouse, and can be mixed to form appropriate uniforms for all seasons and duty requirements. The various combinations reflect the new overall uniform styles for all Navy women approved and announced last July: service dress blue (white shirt with tie, overblouse with ribbons); winter blue (overblouse with tie and ribbons); winter working blue (overblouse without tie or ribbons); summer blue (white shirt without tie and with ribbons).

Cholera Shots

Now Less Frequent ● Cholera booster shots, once required every six months for military personnel outside the U.S., are now being given to Navy people only when they will be living in a country with a cholera outbreak (as determined by the World Health Organization) or if it is required by the host country. The change is contained in a recent instruction issued by the Bureau of Medicine and Surgery (BuMedInst 6230.1H of 7 June 1977). Navy people will continue to receive the basic series of cholera shots if they are stationed outside CONUS or

preparing to depart for overseas duty assignments. But they will not have to receive a booster shot every six months unless they are affected by the new guidelines.

Rehabilitated Alcoholics

Successful in E-7 Selections ● The 155 E-7 candidates who completed one of the Navy's Alcohol Rehabilitation Programs achieved an advancement selection rate comparable to all other E-7 candidates considered by the FY 78 CPO Selection Board. Overall, 44.2 per cent of the approximately 5,000 E-7 candidates were selected for advancement. The selection board noted a great improvement in the performance evaluations of rehabilitated alcoholics compared with evaluations received in the years immediately preceding their entry into an Alcohol Rehabilitation Program. In a letter to the Chief of Naval Personnel, the president of the selection board stated that the board's record review leaves a very favorable impression of the Alcoholism Rehabilitation Program.

Naval Institute Sponsors

Three Annual Contests ● The Naval Institute's General Prize Essay Contest this year offers a top prize of \$1,500, a gold medal and life membership in the Institute. The subject matter of the essay must relate to the mission of the Naval Institute: "The advancement of professional, literary and scientific knowledge in the naval and maritime services, and the advancement of the knowledge of sea-power." Any person, civilian or military, is eligible to enter. Winning essays are published in *Proceedings*. Deadline is 1 Dec 1977. A second contest, the Naval and Maritime Photo Contest, offers \$100 to each of 10 winners. Black and white as well as color prints or slides may be entered. This contest is open to all interested photographers and the deadline is 31 Dec 1977. The Institute's third contest is the Vincent Astor Memorial Leadership Essay Contest, designed to stimulate research, thinking and writing in the broad field of leadership. The first prize winner receives \$1,500, a Naval Institute Gold Medal and a life membership in the Institute. This contest is limited to commissioned officers in the Navy, Marine Corps and Coast Guard in pay grades O-1 through O-3, and officer trainees within one year of receiving their commissions. Winning essays are also published in *Proceedings*; deadline is 1 Mar 1978. Details for each contest are available by writing the Membership Services Manager, U.S. Naval Institute, Annapolis, Md. 21402. (301) 268-6110.

Guidelines Published

For Veterans Educational Assistance Program ● Information is now available on the educational benefit program which replaced the G.I. Bill. Navy people who joined the service on or after 1 Jan 1977 are affected by this program. Basically, the post-Vietnam era Veterans Educational Assistance (VEA) program allows Navy men and women on active duty to plan financial aid for education while in the service or after they are discharged. They must contribute \$50-75 per month for at least 12 months. The Veterans Administration then will match the service member's contribution on a \$2 for \$1 basis. Between the two, Navy people could have up to \$8,100 (the maximum allowed) banked for education. The VEA replaces the G.I. Bill, which did not require contributions by service members, yet guaranteed comparable educational benefits. Details are in OpNav Notice 1760 of 29 Aug 1977.

Dr Tom Dooley

The Navy to



Sent Him His Life's Work



"Medico" today continues the work started by Dr. Dooley.

BY JO2 DAVIDA MATTHEWS

Vietnamese refugees called him Bac Sy My—"Good American Doctor." In Laos, he was Khun Ma Farange, or "Friend Foreign Doctor."

The Navy first knew him as a hospital corpsman, then later as Lieutenant Thomas A. Dooley, III, (MC)—the jungle doctor.

Unless you've read one of his books or any of the many others written about him and his work, it's possible you know little of the man, Tom Dooley. But in Southeast Asia, literally hundreds of thousands of people not only knew him but are still benefiting from his work.

In his short lifetime—he died from cancer in 1961 at age 34—he reached out to them, touched them and helped them. And their world was a better place for his having cared.

He was born in 1927 in St. Louis, Mo.

At age 17 he entered Notre Dame as a pre-med student. Two semesters later, he asked his parents for permission to enter the Navy as a hospital corpsman. They agreed, thinking that the experience would provide the young man with an opportunity to discover whether his desire to be a doctor was real or not.

He enlisted in 1944 and was sent to Great Lakes Naval Training Station. From there, he was assigned to the U.S. Navy Hospital, St. Albans, Long Island.

By the time Dooley became head corpsman in the operating room, the Marines were experiencing a critical shortage of medics. So Tom was transferred to the Marine Corps Base at Quantico to go through training again, this time, Marine style.

After six weeks, he was transferred to the Marine Hospital in San Diego where he treated combat casualties until 1945, a few months after V-J day. At this time, he was released from the service to continue his studies as a pre-med student. He returned to Notre Dame in 1946.

By 1948, Dooley didn't have a degree but he did have enough credits to apply for entrance to the St. Louis Uni-

versity School of Medicine.

Dooley chafed under the rigid schedules and required class attendance imposed by the school. From all accounts, he partied his way through med school, drove a flashy red

a wooden indian was his joy-riding companion

convertible with a full-size, cigar-store wooden Indian as a passenger and ended up repeating his last year.

But he finally received his M.D. degree on March 15, 1953. In April, the Navy appointed him lieutenant (jg) in the Medical Corps, and sent him to the Naval Hospital at Camp Pendleton, Calif. Later he received orders to the Naval Hospital in Yokosuka, Japan.

Destiny seemed about to catch up with Tom Dooley. From Yokosuka, he received TAD orders to USS *Montague* (AKA-98), an attack cargo ship, bound for two weeks in the Philippines to take part in amphibious operations and practice landings.

He had no inkling of what was to come. He gave the loan of his car to a friend and new civilian suit to his roommate for a one-night occasion.

When he returned to Japan 11 months later, the car had 20,000 more miles on it and the suit didn't fit anymore—he had lost 60 of his 180 pounds.

Montague was given two days' notice to take part in the evacuation of North Vietnam, the operation which came to be known as the "Passage to Freedom."

The Geneva Treaty which ended the war in Indochina after French controlled Dien Bien Phu fell to the communists, stipulated that the area north of the 17th parallel was to be communist and the area south, free. An American task force assembled to evacuate refugees south to Saigon.

A Navy chaplain aids refugees at height of "Passage to Freedom." At right: Refugees board truck during relocation.

Tom's ship was ordered to the port of Haiphong. There, they picked up 2,217 refugees for the two-day trip to Saigon. This was Dooley's first exposure to the needs of the those people. It left an indelible impression that would change the course of his life.

They were miserable, filthy, lame, blind, crippled war-weary and wounded. Later, he wrote:

"Eighty percent are very old men and women and the others are infants, all swollen with malnutrition and starvation, and literally dozens without limbs.

"All in Vietnam dream and strive for freedom; the people who toil in the rice fields with backs bent double and faces turned to the brackish mud, the naked children playing in the monsoon . . . the poor with amputated arm or hand outstretched. They have one dream. Some have achieved it. Many have not."

Dooley was changing, becoming absorbed in the lives of these ill and desperate people. The young man who had partied his way through med school was gone forever.

When the ship arrived in Saigon, he was selected to become a member of a team of three doctors and a dozen enlisted men to do preventative medicine studies and epidemiology work in Haiphong and Laos.

The station was established to help stop the tremendous amount of contagious diseases coming aboard the ships by decontaminating the refugees first. A secondary purpose for the team was to make an exhaustive study and catalog the diseases of importance in the Indochina area of the world.

Completing the collection of epidemic and other medical data, the team's other doctors left. Dooley remained in charge of a tent city whose population of 10,000 to 15,000 changed as quickly as the people could be washed, vaccinated, inoculated and screened for communicable diseases.

Although never specifically authorized to do so, Dooley



He drove himself, pouring out his energy and ruining his health. There was so much to be done and so little time. A stipulation in the Geneva treaty specified that the escape south would end May 1955. From August 1954 until the cutoff date, the Navy assisted in relocating nearly a million refugees in the south.

Dooley stayed until the very last minute and was even held by the communists for a day and a night before he was released. He was flown to a hospital in Japan to recover his health, then returned to the States where he was awarded the Navy's Legion of Merit.

With him he brought stacks of notes and diary entries and a partially completed manuscript. Dooley felt that unless he put the story down on paper, the world would never know of these people, their struggles, their hopes.

He was ordered to the U.S. Naval Hospital, National Naval Medical Center, Bethesda, Md., for duty under instruction in residency training.

In the next few months, Dooley had to make a decision

he sometimes treated 300 people a day

began to treat them, dealing with everything from broken bones to typhoid. With the help of only four enlisted corpsmen, Dooley sometimes treated as many as 300 patients in a day.

He scrounged what medical supplies he could from ships in the harbor. He wrote to pharmaceutical companies back home begging for medical supplies, vitamins, soap, anything and everything which could be useful in his work.



that would affect the rest of his life. He could choose an assured future as an established doctor, or he could go back to Indochina, doing the work and helping the people who needed him most.

For Tom Dooley, there could be only one decision. The spectre of a young pregnant girl holding a child with smallpox, the blind eyes of a 4-year-old girl infected with trachoma or the other little children with their enormous swollen bellies from malnutrition — these things he couldn't forget.

So he chose Indochina and all the hardships that decision entailed. But to do this, he had to go as a civilian.

In 1956, Dr. Dooley resigned from the Navy and made plans to return to Indochina. In a 26-city speaking tour, he lectured to medical societies, sororities, high schools, colleges, grade schools, Rotary Clubs, press clubs, Chambers of Commerce and religious groups of all faiths.

He gave TV, radio and press interviews. He addressed hospital staffs and luncheon clubs. He even spoke at the

Willys automobile plant in Toledo. Everywhere he went he told the story of the Passage to Freedom.

His purpose was to raise money and supplies for a small, privately-financed medical mission.

Operation Laos, as the mission was dubbed, started with donations—nickels and dimes from school children, samples from pharmaceutical companies and supplies from surgical houses.

In the midst of his planning and lecturing, his book entitled "Deliver Us from Evil" was published and soon hit the bestseller lists.

Dooley contacted three enlisted men he had served with in the Navy: Peter Kessey from Texas, Norman Baker from New Hampshire and Dennis Shepard from Oregon. He persuaded them to leave their families and commitments and accompany him to Laos.

With the support of the International Rescue Committee (IRC), they set up their first clinic in the small village of Vang Vieng. Since the IRC charter did not encompass med-

ical programs, an amendment to the charter formed "Medico." As Dooley explained, "The simplicity of Medico's program is this: We actually believe that we can win the friendship of people only by working beside them, on equal terms, humans to humans, toward goals that they understand and seek themselves. Medico is a person-to-person, heart-to-heart program . . ."

Before Dooley was finished, he had established six more clinics in four other Asian countries, laid the groundwork for an eyebank in Hong Kong and was supporting an orphanage in Vietnam.

his nerve-call it gall- was a talent

As soon as one clinic was running, Dooley returned to the States to raise money for another.

Nerve, gall, brass—call it what you may but Dooley had it. It was a talent that served him well. He wheedled, coaxed, begged, borrowed, anything to get the things he needed. It also earned him some criticism. His critics said he was a little too flamboyant and not above self-advertising. Some considered him to be arrogant, lacking in consideration and ignorant of common courtesy.

Dooley had a purpose and not a great deal of understanding for those who did not move as fast as he did. His critics had minimal effect on his popularity with the masses who supported his work. A 1959 Gallup poll named Dooley as one of the ten "World's Most Admired Men," along with such leaders as Churchill, Eisenhower and Pope John XXIII.

In the spring of 1959, Dooley discovered a lump on his chest. It was diagnosed as malignant melanoma, one of the deadliest of cancers.

Dooley allowed his operation, which removed most of the muscles and glands behind his right breast, to be filmed as part of a documentary to educate the public about cancer. Eleven days after the operation, he was released from the hospital. After convalescing a few weeks, he went on a eight-week, 37-city speaking tour which raised nearly \$1 million. To this he added the profits from his second and third books, "Edge of Tomorrow," and "The Night They Burned the Mountain."

But time was running out for "Dr. Tom." It had not been caught and soon spread to his spine, where vertebrae began to disintegrate. Every movement was agony; every breath, an effort. He made a final trip through Indo-

china before checking into New York Memorial Hospital.

On Jan. 18, 1961, the day after his 34th birthday, Thomas Dooley died.

But the spirit of his work lives on. After his death, friends and associates of Dooley felt that Medico was not performing under the principles on which it was founded. So, late in 1961, they formed the Thomas A. Dooley Foundation, using as their watch words "Help with dignity."

In the same tradition as Tom Dooley, it was their goal to help the local people establish their own basic care centers and to train them to operate these centers for their own people. Today, the Foundation has programs in Nepal, Laos, Cambodia, India and Vietnam. They have set up, then turned over to the people everything from hospitals, clinics and orphanages to midwifery clinics and child health care centers.

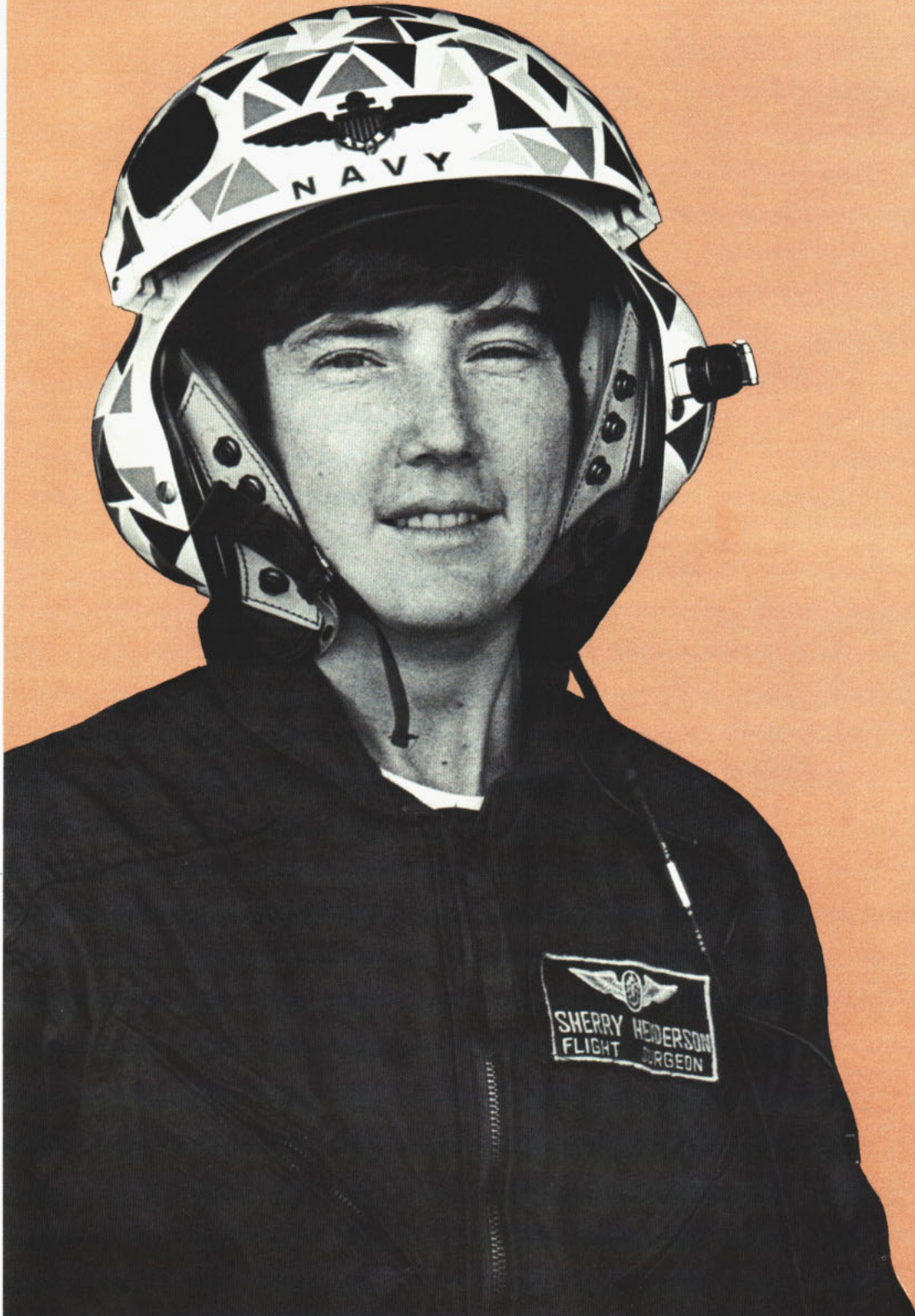
Often in his lectures, Dooley would say, "Our paltry

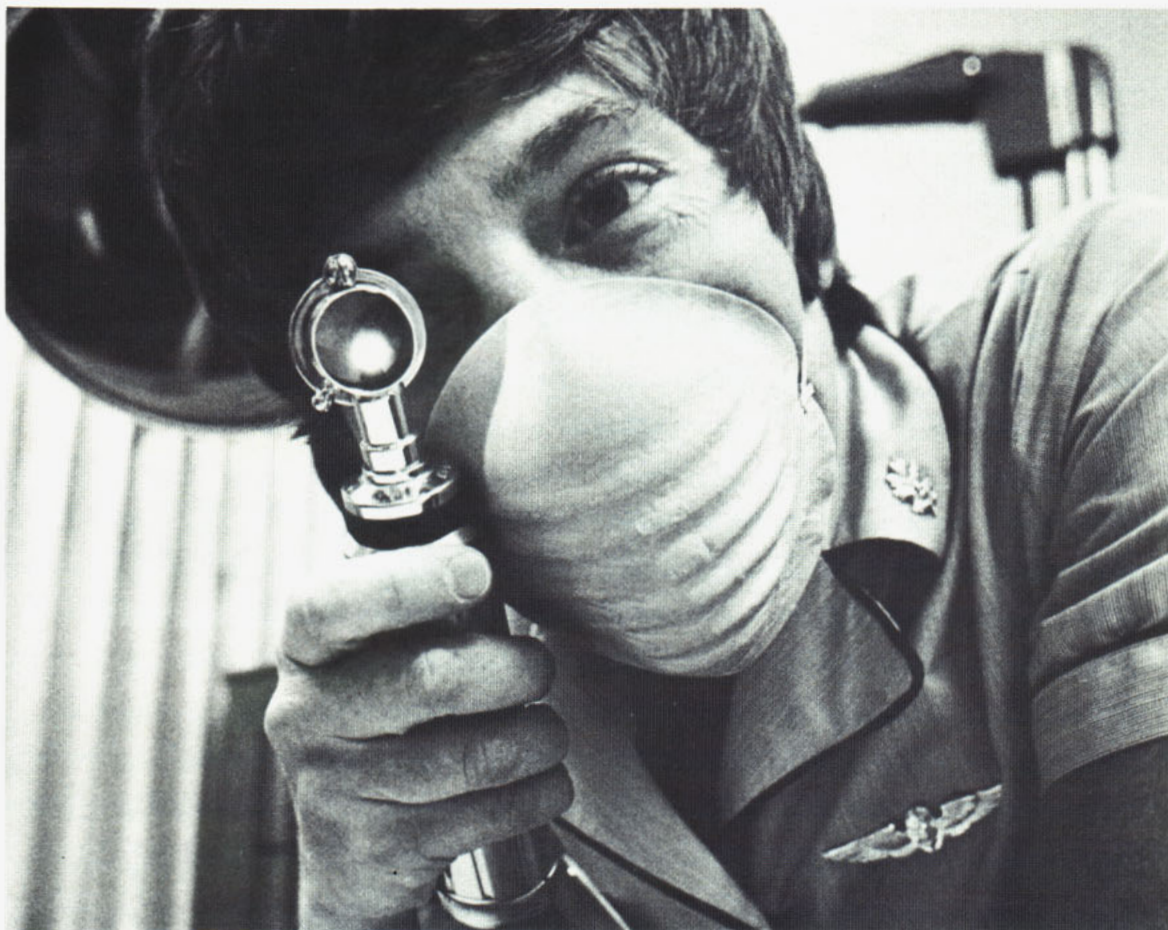


Dooley as a Navy medical officer.

effort isn't going to change the mortality tables of Southeast Asia, but it's a beginning. And if you light a candle in a very dark place, it shines a long way." ↓

the choice was easy





BY JOHN BRINDLEY

For Sherry K. Henderson, deciding to practice medicine at 30,000 feet in the air was the most natural choice in the world.

"There's no way I can serve under the water," she explained as she recalled the two choices the Navy offered her when coming on active duty in 1974.

"I got two brochures in the mail—one on being a submarine physician—one on being a flight surgeon; the choice was easy."

Today, Lieutenant Henderson is the third woman physician to complete a rugged six-month aerospace medicine course, including primary flight training in Pensacola, Fla., and be designated a Navy Flight Surgeon.

Currently attached to antisubmarine warfare Patrol Squadron Nineteen at Moffett Field Naval Air Station, she claims she "never has a chance to be bored."

When not in the air or practicing general medicine as it

relates to the aerospace physiology of the pilots and aircrewmen who fly the turbo-prop *Orion* patrol plane, she spends her spare time relaxing at home in San Jose.

"There's no television in my house," said Dr. Henderson. A gourmet cook, she specializes in Swiss and French cuisine, which she learned while working as a governess in Switzerland before attending medical school.

Music, the doctor's minor in college, is her second love—it ranks just behind medicine. But while life is beginning to level off a bit for this single naval officer, she admits that her career has not always been a smooth flight.

In 1972, as a senior medical student at the University of Utah—with her government grant running slim—the young woman had to look elsewhere for financial support. "I heard some of my classmates talking about the various military programs," she explained. "I talked to them and I found that the Navy had a senior medical student program. I joined up."

After finishing up her first year residency training in

Salt Lake City, she was accepted for flight surgeon training and came on active duty.

"At that stage of the game, I had no idea that only two other females had gone through the flight surgeon program," she said. "I just assumed it was something standard for females."

She received instruction in the T-34 trainer. Excellent academically as well, Dr. Henderson was the first woman flight surgeon to receive the Surgeon General's Award for all-round performance. The four-month clinical portion of the training, in which she was the only female, was mostly devoted to aviation physiology; cardiology; ear, nose and throat; ophthalmology and neuropsychiatry. There also was some dermatology and orthopedics.

As in her work today, the emphasis is in aerospace physiology, specifically as it relates to what goes on in a person's body when up in the air.

"I had to go through swimming practice for a couple of months before I finished all the phases of swimming. If it hadn't been for the support of my classmates, I don't know how I would have ever passed the swimming portion of it."

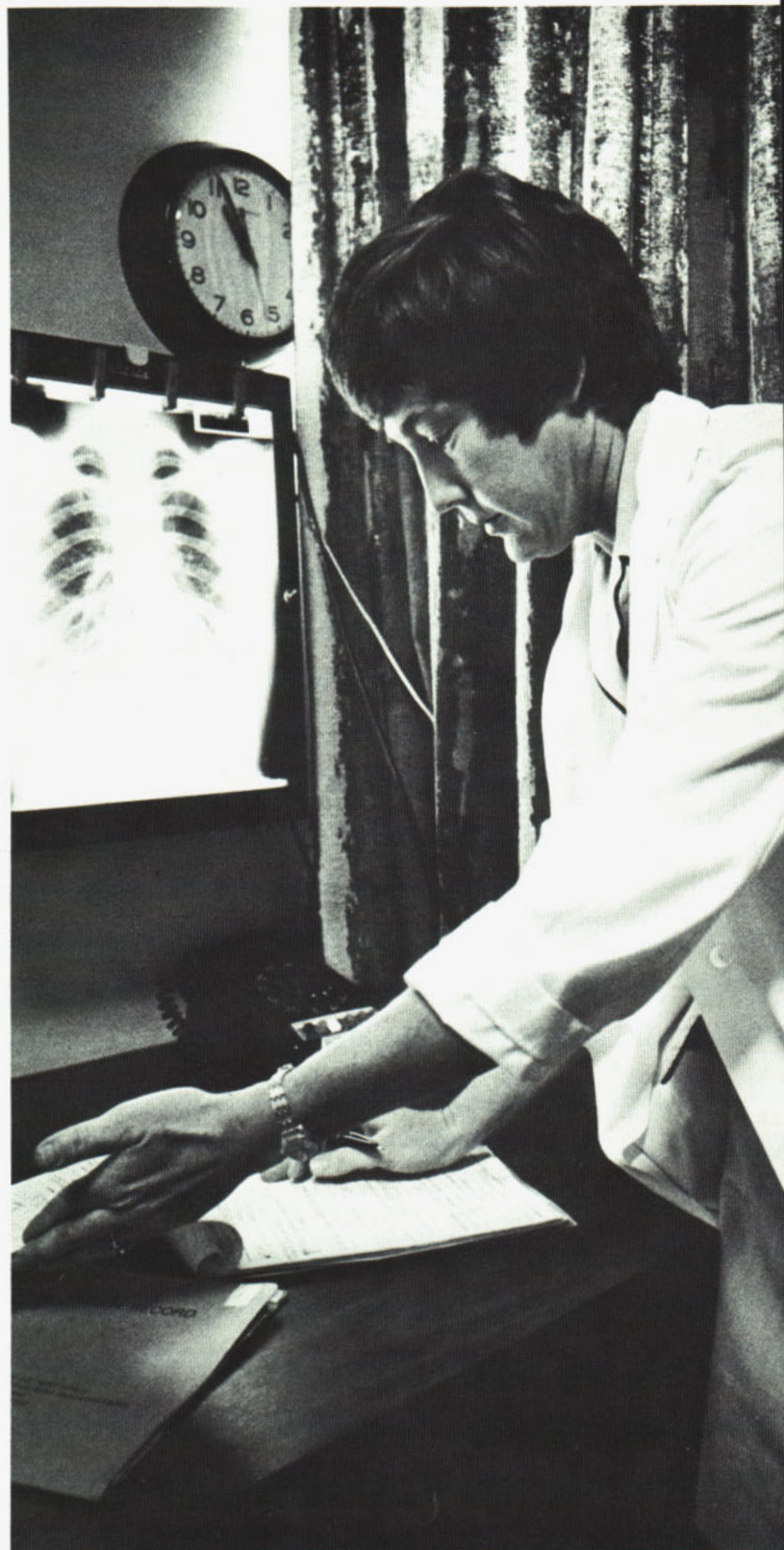
She added, "The land survival was easy—all I did was fish. I was the only female with 250 males which was kind of interesting; I fished until midnight so there was plenty for everybody the next morning."

One aspect of being a Navy doctor found to be particularly rewarding has been the exposure to different types of illnesses which one normally wouldn't encounter as a civilian doctor. Before coming to Moffett Field in August of 1976, she spent 18 months on Okinawa.

Dr. Henderson recently extended her active duty. She cited the staggering cost of malpractice insurance, a good salary, the opportunity to travel and meet people, and enough time off to enjoy life as the reasons.

"If I got locked into a private practice, the times when I would be able to travel—as I do now as part of my Navy job—would be few and far between," she explained.

"I'm planning to pursue a family practice residency in the Navy for the next three years," she concluded. "I definitely plan to do more solo flying... I suppose there's always the fantasy of setting up a practice in a rural community and flying around making house calls." ⚓



JAMBOREE

BY JOI ANDY TURNER
PHOTOS BY JOI P. SUNDBERG

Perhaps you saw one of your shipmates at "More Rain" in Pennsylvania this past August—or you might have seen him on the "Mudway."

Actually, the real names are Moraine State Park (north of Pittsburgh, Pa.) and the "Mudway" is really the Merit Badge Midway. Thirty thousand Boy Scouts, attending the 1977 National Jamboree, dubbed the park and the midway with new names following a drenching thunderstorm on the third day of festivities in early August. Pleasant weather, however, prevailed for most of the weeklong activities.

The scouts and their adult leaders came from every state in the union and 100 foreign countries. And the Navy was well represented, not only by scoutmasters from places like Kingsville, Tex., and Charleston, S.C., but by other groups—including two Navy bands; electronics, signalling and oceanography booths on the Merit Badge Midway; and a Navy parachute team.

The Navy's newest aviation demon-

stration team from Naval Weapons Evaluation Facility at Kirtland Air Force Base, Albuquerque, N.M., also was there. They fly a 50- by 60-foot high ripstop nylon, hot-air balloon complete with wicker gondola.

"A lot of people don't realize how much the Navy supports scouting," commented Electronics Technician 1st Class Larry E. Earle, a Jamboree Scout Master who is assigned to Naval Air Station, Kingsville, Tex. "As long as a man can be spared from his command, he can get no-cost orders for the jamboree."

Earle is also scoutmaster of the troop sponsored by his command, and finds that cooperation among individuals is also excellent, "Just about everything I need in the way of expertise is available at my command. It helps me to provide an interesting and well-rounded program."

Electronics Technician Senior Chief (Submarine) Frank Young carried the Navy/Scouting relationship even farther. A submarine veteran from Charleston, S.C., his troop sported a model of a *Polaris* submarine at the

gateway to the campsite.

"The *Polaris* sub is sort of a symbol for Charleston," commented Young. "Also, most of the boys in this troop are Navy-oriented, so it was only natural."

The jamboree started on an up-beat note, with beautiful weather blessing the site as the scouts crowded into the outdoor amphitheater for the opening ceremonies to the tune of the Navy country-bluegrass band "Country Current."

British Army Lt. Gen. R.S.S. Baden-Powell could be forgiven if he wasn't aware—in 1908—that his book "Scouting for Boys" would have great impact on the boys of the world. All he hoped to accomplish was that his book would be used by existing boys' organizations in England such as the Boys' Brigade. His book, however, started the worldwide organization now known as the Boy Scouts.

No doubt Baden-Powell's ghost had a ball this past August at Moraine State Park. Anyway, it's a certainty that 30,000 scouts shared an opportunity of a lifetime, despite the rain.









WHERE



There was no doubt that Boy Scouts were all over the place at Moraine State Park this past August. And all you had to do was look up in the sky to see that the Navy also was there. The Navy's 50- by 60-foot, nylon hot-air balloon stuck out like an Alaskan brown bear at a church picnic.

Taking part in the 1977 National Jamboree was the detachment from the Naval Weapons Evaluation Facility at Albuquerque's (N.M.) Kirtland Air Force Base, the group which operates and maintains the Navy balloon.

This nylon balloon, complete with its rattan gondola, was specially designed for use by the Navy Recruiting Command as an inexpensive, but effective

way of attracting interest in the naval service. The balloon is tethered to the ground and displayed at fairs, outings, and, most recently, at the 12th Balloon Federations of America's national hot-air balloon championships at Indianola, Iowa.

The sports world has taken to ballooning with a passion in recent years, to the point that the younger generation may think it's a brand new adventure. Actually, ballooning goes back almost 200 years—since 1783 when Jean Pilatre de Rozier achieved man's first sustained flight. With the development of the modern hot-air balloon equipped with a ripstop nylon envelope and propane burners, ballooning has achieved a certain efficiency—albeit that the winds still dictate the direction and speed of flight. Ballooning, it seems, is still the simplest method of flying.

Three volunteer Navy crews, each consisting of two pilots and a crew chief, operate the balloon on a rotating basis. Since the balloon is an aircraft, it's subject to all Federal Aviation Agency (FAA) regulations and the pilots are certified and licensed as commercial balloon pilots by the FAA.

The balloon, when requested for an event, is normally flown by airplane from Albuquerque to an airport nearest the display site and then hauled by truck to the exhibit site.

Preparing for flight, the crew spreads the envelope on the ground and attaches the gondola. Using a gasoline-powered fan aimed into the mouth of the envelope, cold air is blown into it, inflating it enough for a crewman to enter and inspect the interior structure. If everything checks out, hot air (propane) burners take over and complete inflation.

Everything depends on the outside air temperature. On a cold day, the interior envelope temperature could vary from 180-210 degrees Fahrenheit.

On a warm day it could take up to 250° to sustain buoyancy. Exceeding 275° is dangerous—at 300°, the envelope will melt.

Balloon flight is relatively simple. It ascends, of course, by using the hot air from the propane burners and descends by releasing the air through a vent. Horizontal movement, however, is entirely different and the pilot never knows what his destination will be. His course is determined by the winds that carry him.

Although a team pilot has ascended to 12,000 feet in the Navy balloon, it rarely leaves the ground, but instead, is used as a tethered display, a billboard that states, "Navy—an adventure." Photos by JOI P. Sundberg



EVER THE WINDS GO

Information Exchange

Q. *What is the Board for Correction of Naval Records (BCNR) and what exactly does it do?*

A. BCNR is composed of high-ranking civilian employees of the various bureaus and offices of the Navy Department and from Headquarters Marine Corps. BCNR can be petitioned for the correction of any naval record in order to correct an error or to remove an injustice. Cases reviewed include requests for corrective action involving the removal of officer fitness reports, removal of enlisted evaluations, review of unfavorable discharges, review of physical disability retirements, review of nonjudicial punishment, crediting of constructive service, entitlements to reenlistment bonuses, corrections to dates of rank, etc. Upon review of all the documentary evidence of record pertaining to the alleged error or injustice, the Board may deny an application without a hearing, recommend relief without a hearing or set the case for a hearing. Hearings are based upon documented evidence and the burden of proof rests with the applicant. Applications for correction of naval records under the provisions of Title 10, U.S. Code, Section 1552 (DD Form 149) may be obtained by writing the Board for Correction of Naval Records, Department of the Navy, Washington, D. C. 20370. See BuPersMan, 5040200, for further information.

Q. *How are LANTFLT deployment schedules determined? Why, for example, do carriers spend so long in the Med?*

A. Scheduling decisions are made on the basis of many factors. Scheduled yard and overhaul periods, material condition, manning and unexpected repairs are some. In addition, the United States has made various multi-lateral and bi-lateral agreements with other countries to maintain certain numbers of ships at various locations at all times, or to provide for various exercises.

Further complicating the scheduling decision is the fact that the number of ships available has declined since the decision was made to retire older ships. New ships are now joining the fleet faster than the old ones are decommissioned, but the levels are much lower than they were ten years ago.

In the case of extended deployments, the CNO has set a goal of six months portal-to-portal (six months between the time a ship leaves its home port until it returns). LANTFLT schedulers do all they can to meet this goal. For example, the average deployment time for amphibious ships scheduled for the near future is just about the six-month goal. The longest deployment anticipated for all types during that period is about 6.8 months.

Q. *I have a service-connected disability and qualify for the 10-point civil service employment preference. May my wife also get such preference for civil service employment?*

A. No. However, if the veteran cannot be appointed to a civil service job due to his disability, the wife can be entitled to the 10-point preference. You and your wife cannot, at the same time, receive the preference.

Q. *I've filled out home town news release forms in the past, but there was never a story in my hometown paper. Why not?*

A. Each year, 78 to 90 per cent of the more than 1.5 million releases sent out by Fleet Home Town News Center are used by local newspapers and radio stations. There are several possibilities why some are not used. Your command may have failed to process the form correctly or submitted the basic news release too late for use. In addition, although subscribing newspapers normally try to use everything provided by all the service Home Town News Centers, space restrictions may dictate they shorten or drop such things as community news—which includes the FHTNC releases.

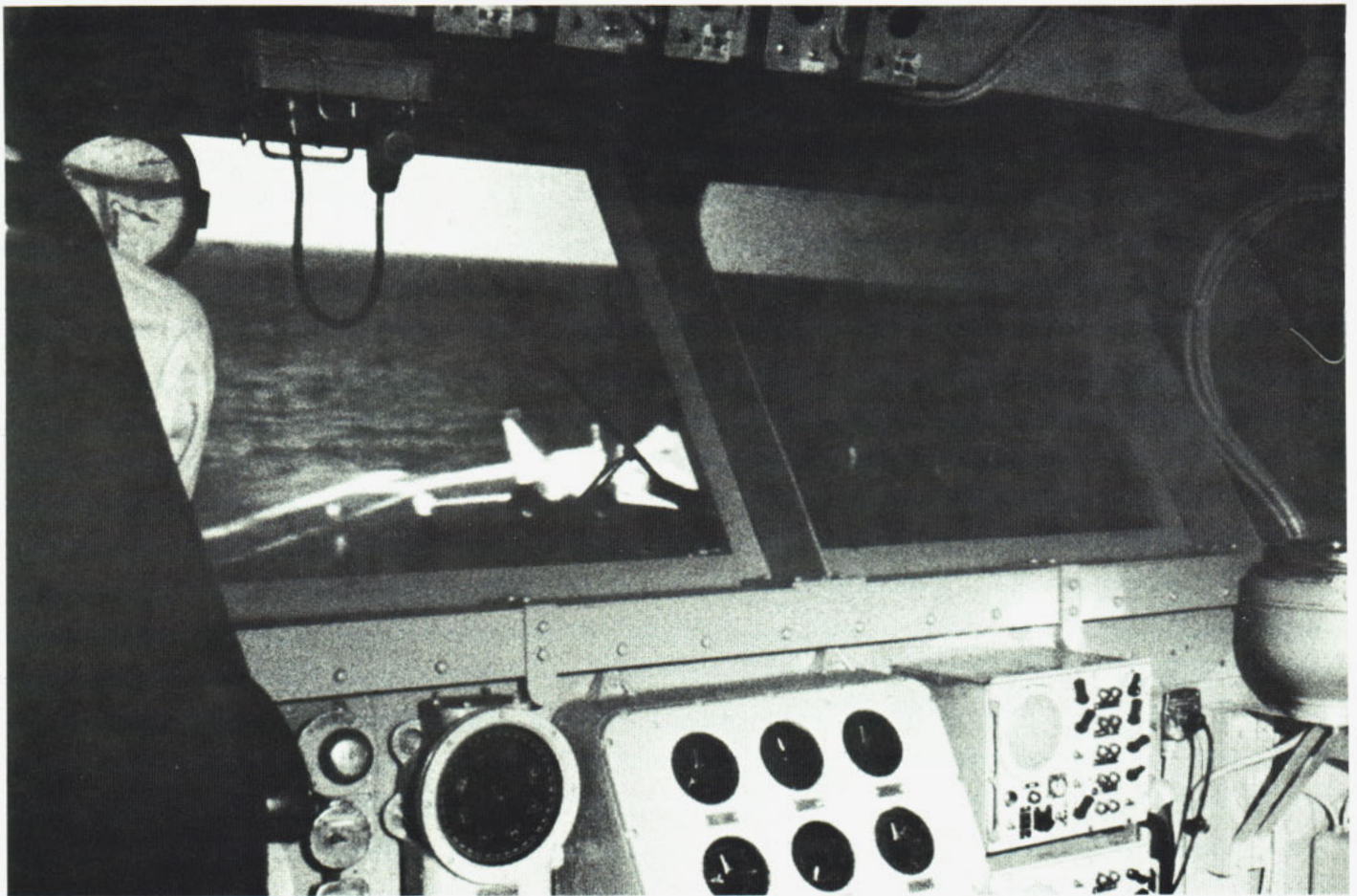
Q. *Why is it taking so long to process Fleet Reserve applications?*

A. BuPers Manual, 3855180.8, requires that "Application for Transfer to Fleet Reserve," NavPers 1830/1, be submitted a minimum of six months and a maximum of twelve months prior to requested Fleet Reserve date. Applications are initially processed within Pers-5 by Pers-5221. Following this processing, applications are forwarded to Pers-38 for computation of service and issue of "Fleet Reserve Transfer Authorization," NavPers 1830/2. Requests are processed on a case-by-case basis and the normal processing time is two to three months. Depending on prior service background, eligibility factors, and availability of service record, some cases may take in excess of three months. However, approximately 90 per cent of all applications are processed within three months. The remaining 10 per cent require additional time to verify prior service or clarify eligibility status. Response time should be further shortened as BuPers completes the microfilming of all enlisted service records, scheduled for completion in the near future.

Q. *I am moving to Canada. Can I use my VA guaranteed home loan there?*

A. No. Real property must be located in the United States, its territories or possessions to qualify for the VA loan guaranty.

The View From One Aircraft Carrier. . .



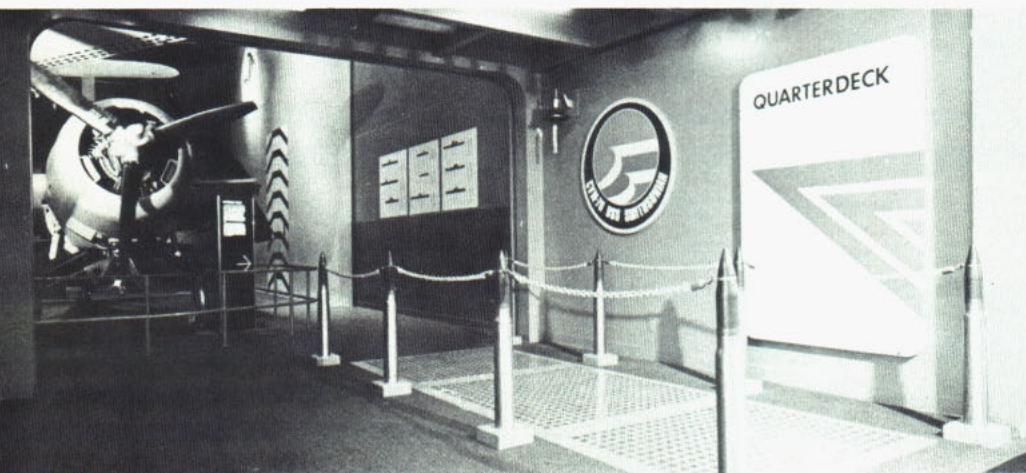
The little boy clutched the hangar deck edge rail and stared out at the rolling ocean. All three feet of him unconsciously braced, then relaxed—in keeping with the rising and falling horizon.

In Primary Flight Control, a teenaged couple held hands and looked over the Air Boss's shoulder at the frenzy of activity on the flight deck below.

Below decks, an elderly man in a wheelchair sat in the squadron ready room and patiently explained the reason for the red, night-vision lights to his wife.

These people—and many more—were caught up in the excitement and adventure associated with a U.S. Navy aircraft carrier steaming at high speed while conducting high-tempo flight operations.

...Minus Salt Spray



But there is more to this than that which meets the eye. Much more.

You see this aircraft carrier has never been underway. Nor are there any sailors assigned to the ship. And while the hangar deck is packed with aircraft, they are planes representing more than 40 years of Navy and Marine Corps aviation.

There have been more than 10 million visitors to this aircraft carrier since she was commissioned. But many of those visitors have never walked a real carrier's decks and perhaps a few have yet to see the ocean.

In spite of this, the consensus is that the best way a landlocked visitor to Washington, D.C., can learn of such things as aircraft carriers and the sea is aboard the "USS *Smithsonian* (CVM 76).

Her name and hull designation (the "M" stands for museum) are clues that the visitor is actually on the second floor of the National Air and Space Museum and not on the "non-skid" hangar deck of an aircraft carrier far out at sea. But there are precious few other clues because museum officials set out to duplicate,

as realistically as possible, an aircraft carrier and the job she accomplishes.

They have succeeded. The guide book calls it, "Gallery 203—Sea-Air Operations," but the visitor who crosses the faithfully reproduced quarterdeck (to the sound of the bosun's pipe) enters an aircraft carrier's world possessed of almost everything but salt spray and stack gas.

This attention to detail—from the same non-skid surface used on carrier decks to exact duplicates of hangar deck fire doors, passageways and stations—might tempt the seasoned carrier sailor to start thinking it's time to relieve the watch.

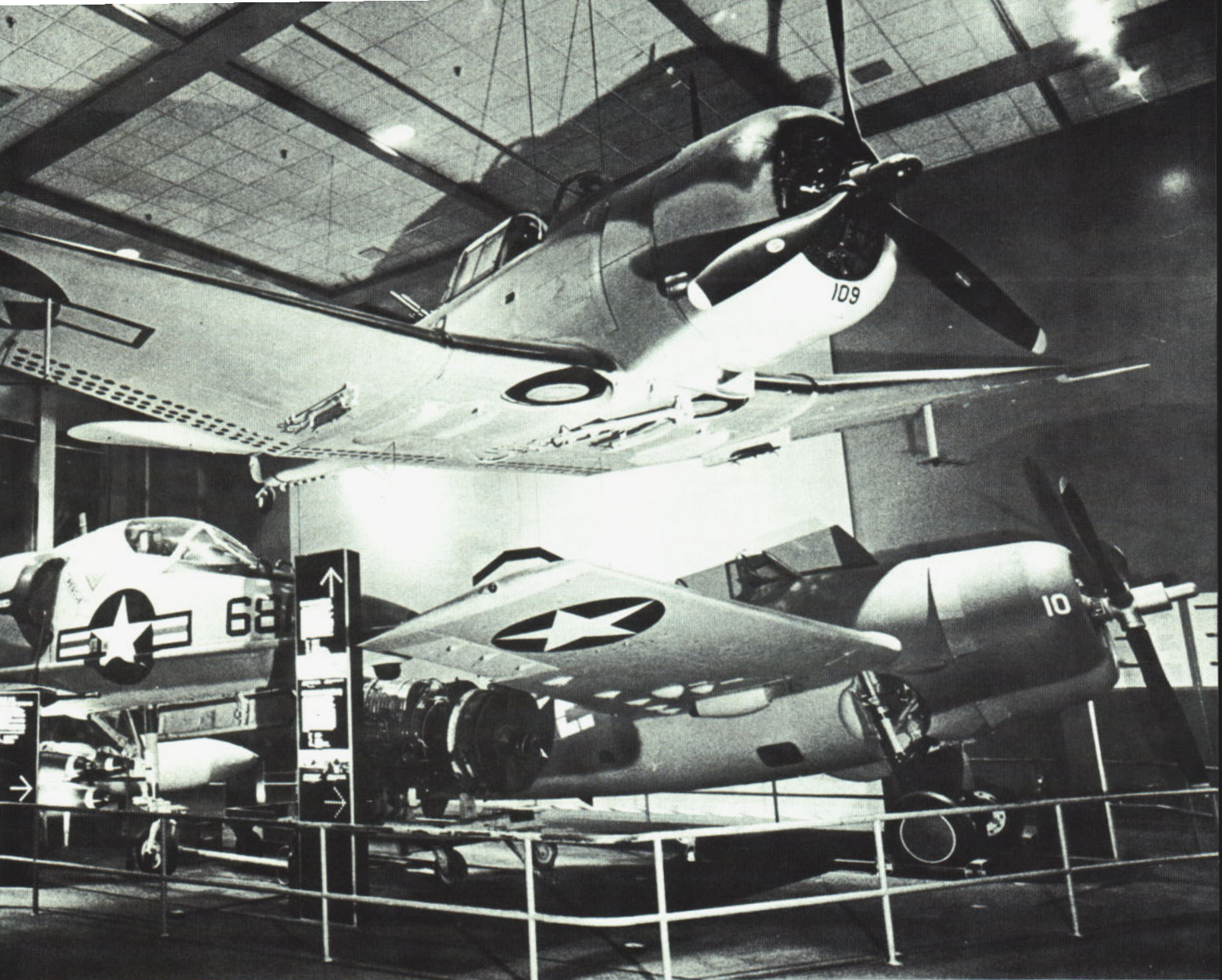
That same sailor might also find himself looking out the glass of Pri-Fly and, thanks to a rear-projection movie of flight operations on a real carrier photographed from the same perspective, he may critically search for safety violations on the busy flight deck.

But if the sights found aboard an aircraft carrier are important to realism, so too are the sounds. From the moment the visitor is piped aboard, the sounds of an aircraft

carrier operating at sea continue. Looking at the hangar deck with the sea beyond (also provided by rear-projection movies) one hears the sounds of wave action and spray being tossed by the carrier's stern. Up in Pri-Fly and Air Ops, one can eavesdrop on conversations between pilots and air controllers.

Exhibits off the museum's hangar deck area trace the history of flight over water, recreate the Battle of Midway, demonstrate how the Fresnel Lens landing system works aboard aircraft carriers and much more.

The National Air and Space Museum opened during the Bicentennial year; it's a national center for the collection, preservation

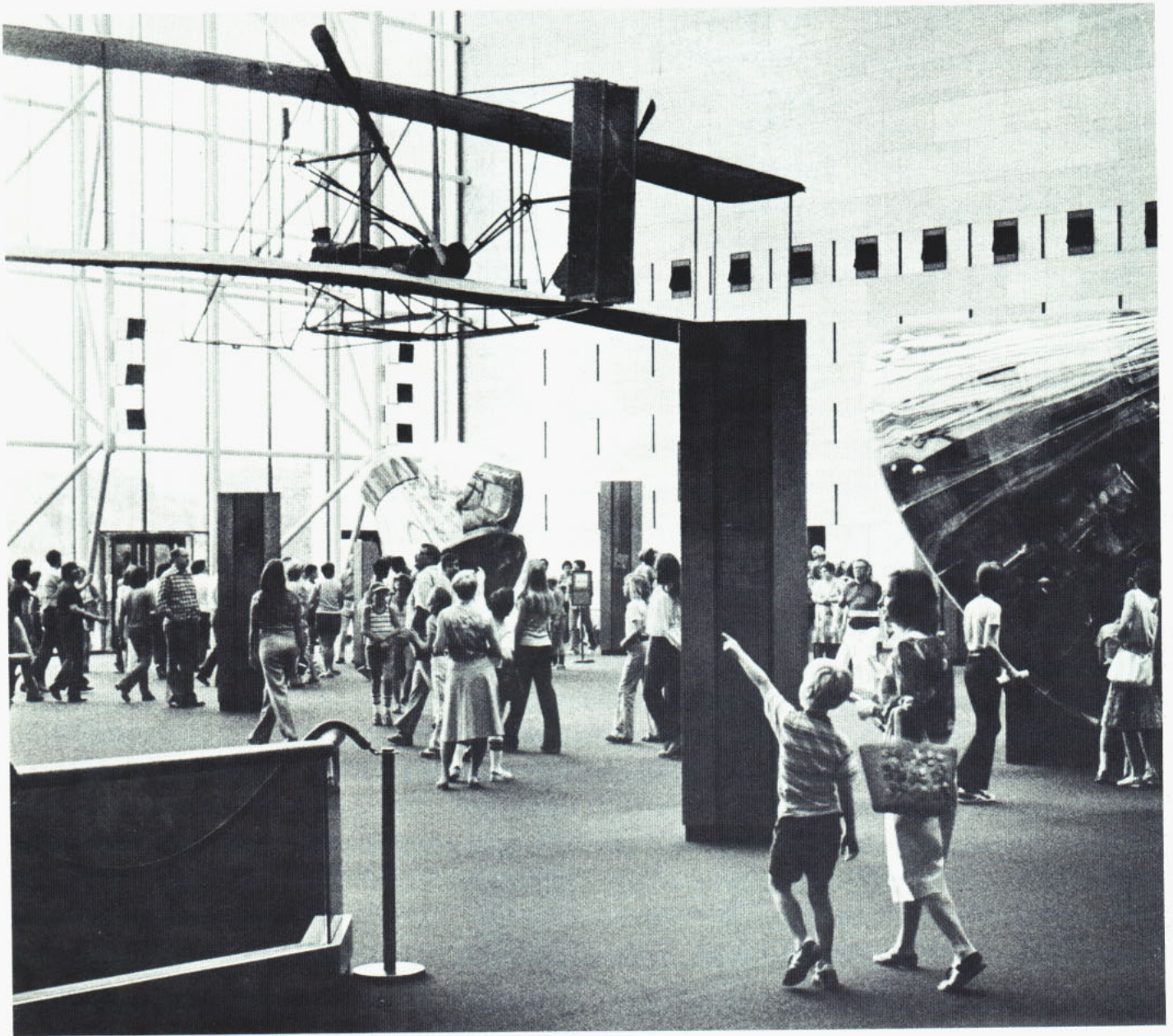


and study of the history of flight. Since Navymen and aircraft have figured so prominently in America's history of flight, you will see Navy aviation contributions (from the first Navy plane to fly the Atlantic—the NC-4—to the space capsule that bore an all-Navy crew) throughout the museum. But Gallery 203 is where it all comes together.

Don't be surprised as you cross the hangar deck and find your "sea-legs" returning and your ear cocked toward the IMC. That's supposed to happen when you're on an aircraft carrier at sea.

STORY BY JOI JERRY ATCHISON
PHOTOS BY PHI TERRY MITCHELL

And Stack Gas. .



The National Air and Space Museum is located in Washington, D.C., on Independence Ave., between 4th and 7th Streets, S.W. The museum is open every day except Christmas. Its hours, from April 1 to Labor Day, are 1000 to 2100. On all other dates it is open from 1000 to 1730. Like all galleries and museums which make up the Smithsonian Institution, there is no admission charge.

...Equals the Smithsonian

WHEN IT COMES TO TEXAS:

they do it **BIG**

"Texas! The very name stirs emotions and feelings whenever it is said or heard. To those of us who come from the State, the name has traditionally symbolized the biggest and the best."

These were the proud words of Texas Congressman George H. Mahon at the September 10 commissioning of USS *Texas* (CGN 39), the latest of the nuclear-powered *Virginia*-class guided missile cruisers.

As if to emphasize the Congressman's words, adding "most generous" and "most hospitable" to the list of superlatives, 2,400 yellow roses were donated for commissioning decorations by a Texas nursery; plankowner medallions (individually engraved) were presented to each crew member; Texas cookbooks were given to each crewman; 1,200 pounds of beef were donated by Texas beef producers for commissioning parties; chili—the Texas State dish—was made and donated by the reigning international chili champion, Albert Agnor, of Marshall, Tex.; Texas beers were donated by the breweries; a "Taste of Texas" reception featuring Texas beef, shrimp, turkey, ham, fruit and vegetables—all donated by Texas producers—was prepared by the Texas Agriculture Department; the Battleship *Texas* Commission transferred three pieces of silver from the historic battleship museum to the new *Texas* and presented a section of teak planking from the quarterdeck of the battleship; oil paintings by Texas artists were displayed in various spaces of the newly-commissioned ship; 20 calculators were donated to the ship by citizens of Texas; and each crew member was given a digital watch by the citizens of Texas—that's 473 watches!

The fifth ship to bear the name of Texas, this nuclear-powered cruiser itself embodies several superlatives of



The new USS Texas (CGN 39)—Photo by PH2 Chuck Cole

its own. To accommodate a crew of 28 officers and 445 enlisted men and to accomplish her mission of anti-aircraft and antisubmarine warfare of the first-line striking force, *Texas* is 585 feet long with a beam of 63 feet. She has a full-load displacement of 11,000 tons.

Her propulsion system consists of two nuclear fission reactors which power a set of geared turbines and twin screws to propel the ship in excess of 30 knots. It will be after at

least 10 years of "normal" ship operation before she needs refueling.

Texas' potent punch is "a first-of-its-kind" fully integrated combat system making use of the latest technology in computers, weapons systems, sensors and command and control techniques. Her firepower consists of two multipurpose missile launchers for antisubmarine (ASROC) or anti-aircraft (*Tartar D*) missiles, two lightweight 5"/54 guns, 2 three-tube torpedo launchers and a helicopter.

Captain Peter B. Fiedler, *Texas*' first commanding officer, is a 1954

graduate of the United States Naval Academy. He has a master's degree in physics from the Naval Postgraduate School. Commander Nicholas C. Paleologos, the executive officer, is a 1960 graduate of the University of Maryland with a bachelor's degree in electrical engineering.

The first ship named *Texas* was a sloop of war in the Republic of Texas Navy, commissioned in 1840. Her name was later changed to *Austin* and she was transferred to the U.S. Navy.

The second ship was a Confederate twin-screw ironclad ram. She was seized by Union forces in 1865 and taken to Norfolk Navy Yard.

The third ship was the U.S. Navy's first battleship. Launched in 1889, she saw action in the Spanish-American War. In 1911, she was decommissioned and renamed.

The fourth ship named *Texas* was another battleship. Commissioned in 1914, she served in European waters during World War I. In the Second World War she took part in both the European and Pacific theatres, participating in the invasions of Normandy and Southern France and later, the landings on Iwo Jima and Okinawa. After the war, *Texas* was decommissioned and today she is enshrined at San Jacinto Battlegrounds in Texas.

In summing up the naval heritage of ships named *Texas*, Congressman Mahon concluded, "Let it be the fervent prayer of each of us that the new USS *Texas* will never have to fight against an enemy, but that if the time of trial does come, that the *Texas* will be as brave and gallant as her predecessors."



USS Texas Museum

BY CHAPLAIN M. TERRY HALL

No visit to Houston is complete without a visit to the USS *Texas* Battleship Museum at the San Jacinto Battlegrounds monument. A tribute to the ships that once ruled the seas, she has long since become dated, but the memories of that bygone era live on within her.

One can sense a certain air of majesty about her; can even visualize the furious oceans she once battled with the salt spray drenching her fo'c'sle. As the imagined storm subsides, one can almost hear the call, "Now secure

The World War II USS Texas, now a memorial at San Jacinto, Tex.

from Storm Condition One."

Thousands of sailors crossed her afterbrow during her years of service. "Request permission to come aboard, sir," exclaim countless voices from the past.

Walking on her main deck one sees an array of weapons. They are long since obsolete, but it was with these guns that *Texas* helped defeat the enemy in two world wars. Just as a woman exhibits her diamonds and other jewelry, so this "lady" shows off her most precious gems—her big guns—to thousands of tourists.

The now deserted fantail calls to mind the many divine services held there in the past. "Divine services are now being held on the fantail," the 1 MC would announce. Men journeyed

from their bunks and up ladders to that one place—on this ship—where man met God in the act of divine worship. For some, this place of worship was the place where lives were spiritually refreshed in times of peril.

This gallant ship now rests in peace, yet she still lives. Though retired for many years, she fascinates thousands of visitors every year, including this chaplain. She will always be a symbol of those men "who go down to the sea in ships," and of the peace that the United States of America continues to enjoy.

New Ships

The past few weeks have been good for the U.S. Navy: one ship recommis-

sioned, three commissioned, and two christenings.

It all began with the recommissioning of the guided missile destroyer USS *King* (DDG 41) at the Portsmouth Naval Shipyard, Va. *King* was one of the first ships to be equipped with the Naval Tactical Data System (NTDS), a high-speed digital computer complex.

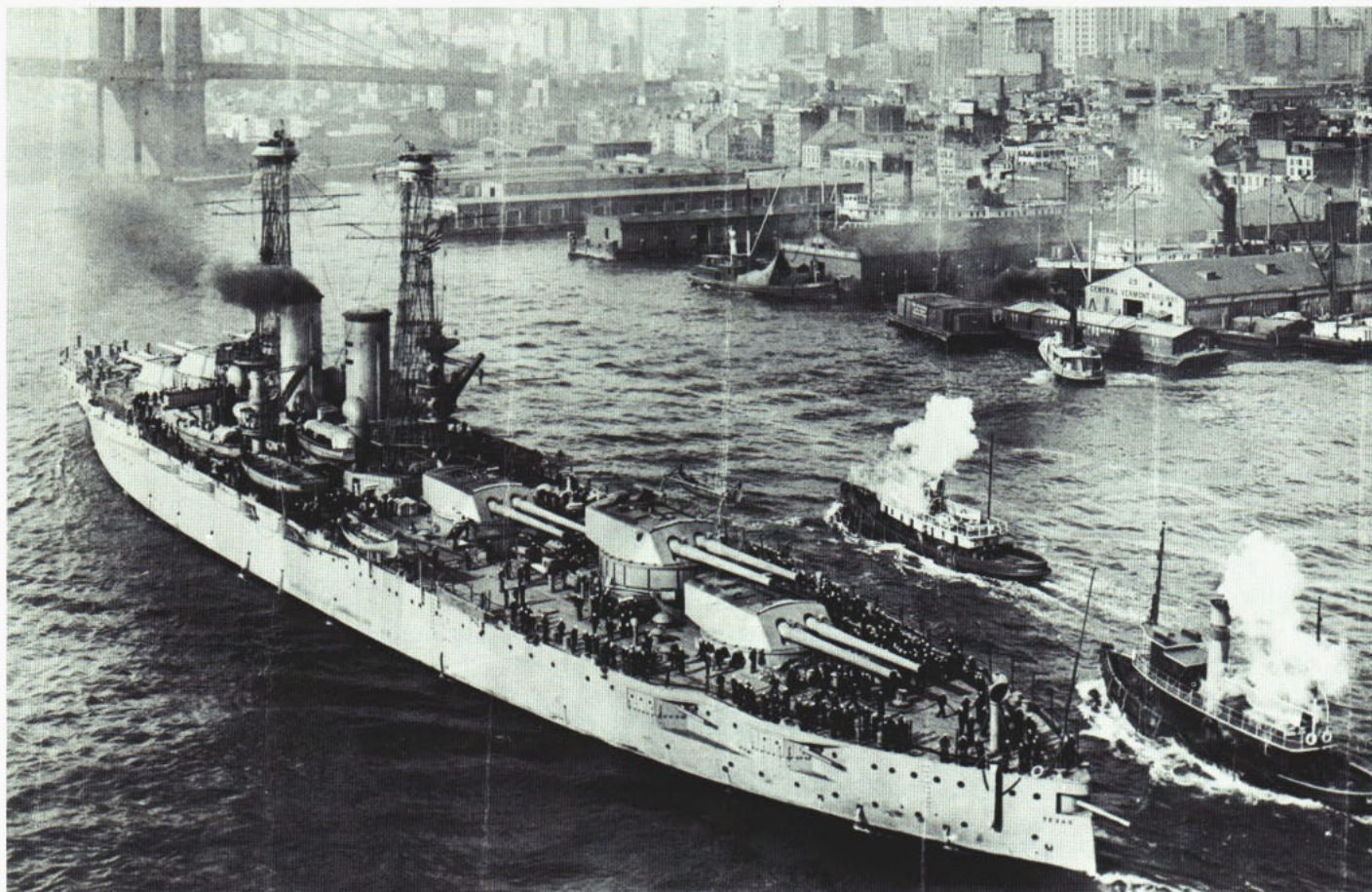
The commissionings included that of the spanking new nuclear-powered aircraft carrier USS *Dwight D. Eisenhower* (CVN 69) at the Naval Station, Norfolk, Va. on October 18. *Eisenhower*, third nuclear carrier and the second of the *Nimitz* class, has an overall length of 1,092 feet, and a beam of 292 feet.

At Pascagoula, Miss., the destroyer USS *Caron* (DD 970) and the amphib-

ious assault ship USS *Saipan* (LHA 2) were commissioned and the destroyer USS *John Hancock* (DD 981) was christened. *Caron* and *Hancock* are gas turbine-powered *Spruance*-class destroyers whose primary mission is anti-submarine warfare. *Saipan*, the second of five in a new class of amphibious assault ships, is 820 feet long at the flight deck, 20 stories high overall and is second in size only to a modern-day aircraft carrier.

The Navy's newest nuclear-powered fast attack submarine, USS *Birmingham* (SSN 695) was launched at Newport News, Va. *Birmingham* is the latest *Los Angeles*-class submarine. ⚓

USS *Texas* (BB 35) in New York City harbor, about 1916.





BY LT LARRY BACON

The Naval Postgraduate School at Monterey, Calif., has the look of a typical small college campus. There is a mixture of both old and new buildings, beautifully landscaped grounds, and students strolling from class to class.

Naval officers pursuing graduate degrees there, however, say that the atmosphere is unlike that of any civilian colleges they attended as undergraduates.

The students look different too. They don't wear uniforms to class, but the casual attire and longish hair prevalent at most civilian college campuses are absent. Those who come to the Postgraduate School are older than most college students and most are married.

But the primary difference is that NPS's students are more interested in their studies than in fraternity parties, football games and even the homecoming queen.

"Everyone here seems to be more serious about his academic work," said Lieutenant Robert Freedman, a 27-year-old naval aviator. "It's interesting and it's all meat and potatoes."

LT Freedman, who is enrolled in the school's aeronautical engineering program, said he enjoys his studies because he can readily see how they will be useful to him in his career. He appreciates not being burdened with academic requirements outside his field of interest.

The Postgraduate School currently has about 1,000 students pursuing studies in about 25 curricular programs reflecting a variety of naval, technical, scientific and administrative interests. Most of the students are U.S. Navy junior officers. However, there are also officers from other U.S. military services, allied forces, as well as federal government civilians. Students normally attend NPS for one to two years—and nearly all earn a master's degree.

NPS has a reputation for being academically tough—a well-deserved reputation. Students generally agree that they are asked to absorb more information in less time at NPS than was expected of them at the civilian universities where they did undergraduate work.

Some, though, complain about the lack of time to spend with their wives and families. "It's like being deployed at home," said Lieutenant Commander L. E. "Tex" Curran, an operations research student. He said he is expected to learn so much in so little time that "it's like trying to drink from a fire hose."

Lieutenant John Caske, an aero-engineering student, said that those who come to NPS should be prepared for the strain. "It's rough academically and domestically as well," he said. "I think it's important that your whole

family knows what you're getting into. It's going to be a strain on everybody involved."

Most students have to make it a point to budget their time to allow for family life. One student, Lieutenant Terry Magee, said he manages to play basketball every day, spend time with his family and still maintain a 3.88 grade point average. Magee, a naval aviator, said he had to work harder during his undergraduate days at State University in New York, but "I was married then, too, going to school and working 40 hours each week," he said.

Living conditions at Monterey are good.

Most students and their families live in Navy housing close to the campus. The NPS community has its own highly rated elementary school and there are plenty of recreational and social activities for wives and dependents. Many of the wives attend nearby civilian colleges while their husbands are at NPS or they find jobs in the community.

Students usually rate the instruction received at the school as "tops." They say that members of the teaching staff—most are civilian and have often worked on military projects—offer good ideas on how to apply the concepts being taught to specific military situations.

Many students at the school said they have learned much from interaction in and out of the classrooms with other students who offer fresh perspectives on a variety of concepts. Some officers said they wished their curricula could be stretched out over a longer period of time, however, so they could spend more time absorbing instruction and perhaps delve into related academic areas. "One extra quarter would make a world of difference for me," said one student.

Another, though, disagreed saying it

PG School—It's

all 'meat and potatoes'

would be impractical. To stretch the curriculum, he thought, would cost the Navy too much money and cause student officers to spend too much time out of their normal career pattern.

In spite of academic pressure, the rate of failure is low. About 95 per cent of those who come to the school leave with a master's degree—earning one requires a grade point average of at least 3.0 and completion of an acceptable thesis.

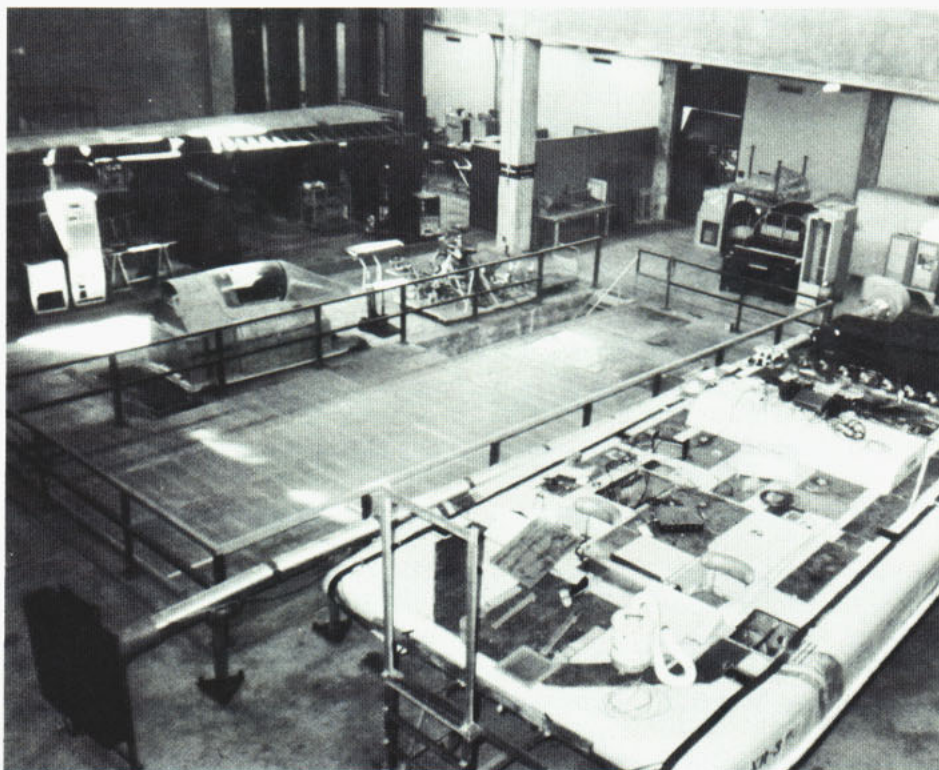
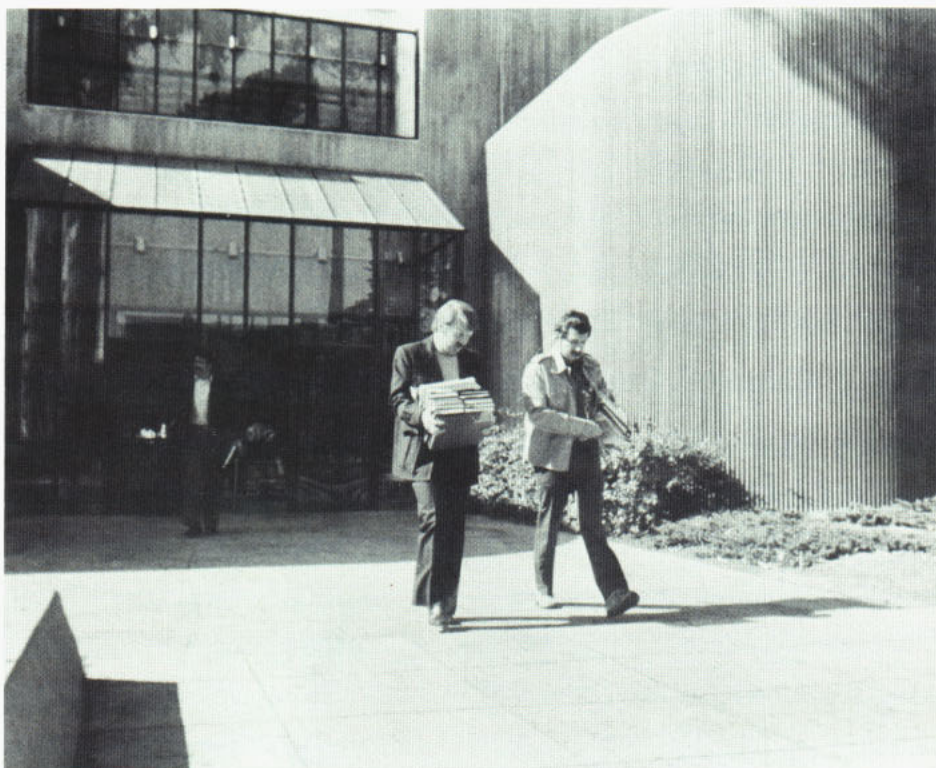
The quality of students is kept high through a screening process which ensures that potential students have the aptitude and background to cope with the academic work. Classes are small enough so that instructors can give extra help to those having difficulties.

Prospective students lacking the required mathematical or technical background may make up their deficiency through NPS's continuing off-campus education program, or they can gain needed credits on campus through the engineering science program.

Worries about interrupted career patterns are unfounded, according to Captain J. M. Barron, Naval Postgraduate School Director of Programs. He said, "DoD policy is that all NPS graduates will go to a utilization tour within two tours of graduation. Accordingly, BuPers detailing procedures reflect this policy in the assignment of sub-specialists."

CAPT Barron also said, "As for promotion, the statistics speak for themselves. They show that officers with graduate educations fare better with promotion boards at all levels. This isn't surprising.

"The first criterion for NPS admission is a good operational record. You would expect these officers to succeed. And with a graduate education, more interesting and challenging assignments, greater responsibilities and opportunities are available."



Bearings

'Send in the Clowns'

Childish screams of laughter and delight fill the air when Price, as "Clem," a loveable, clumsy, awkward clown who does everything wrong and Cumpston as "Harlequin," the traveling minstrel and magician begin their antics.

All the world loves a clown, especially kids, and the guided missile cruiser USS *Josephus Daniels* (DLG 27) has five of them to give to the world.

Fire Control Technician 3rd Class Edward R. Price, Jr. became the first of the *Josephus Daniels'* clowns in 1975. Shortly after putting his act together, he learned that Signalman Seaman Dale Lee Cumpston, with background in pantomime, and Gunner's Mate Seaman Kim W. Powell, a former rodeo clown, had joined the crew. The three put together a show employing their various talents.

Seaman Lyndon Dorsey and Seaman Apprentice William I. Pontius, Jr. became intrigued with the ship's clowns and joined the group early last year.

Powell's "Koolaid," loud, bold and brightly dressed, soon joins the confusion. He is a modern, self-righteous clod who takes himself seriously, but appears foolish to his audience.

Pontius "Big Ears," a happy, shy, easily frightened, skittish clown, was born during a performance when the children responded to a large set of borrowed clown ears with happy screams of "Look at the big ears! Look at the big ears!"

"Lyn'Dy," Dorsey's character, is a quiet, loveable type who extends a friendly hand to the children, approaching them on a more personal level with sweets and balloon animals.

The *Joseph Daniels'* clowns have played to children's audiences as small



as six and as large as 5,000 in children's hospitals, orphanages and schools in the United States, Greece, Turkey, France, Italy and Spain.

Veterans of over 100 shows, the group accepts only laughter as their payment, buying their own costumes, props and makeup.

Their versatility is best projected in their development of special performances for the deaf and the blind. They have developed pantomime and other acts for those who can't hear the funny lines and they have perfected an ability to express vivid and humorous images in the minds of those who cannot see.

The world of children, says Dorsey, is "my favorite world." It is a joyous, happy place in which the *Josephus Daniels'* clowns provide moments of laughter and memories of happiness to children in every port of call.

By LCDR Bob Heintzelman



Deception Plus

Super Rapid-Bloom Offboard Chaff (Super RBOC), a larger and more effective ship-launched missile-decoy system, has been approved for service use by the Chief of Naval Operations.

Super RBOC, a simple and inexpensive way to protect ships against radar-guided missiles, is a deck-mounted, mortar-type system which dispenses a cloud of metallic-coated fiber chaff to present a false target to incoming missiles.

This new system, presently being installed on USS *Virginia* (CGN 38), consists of either two or four, six-round launchers which were designed to accommodate other types of decoy rounds now being developed.

Super RBOC is tentatively scheduled for installation on USS *Reeves* (CG 24), USS *William H. Standley* (CG 32), USS *Farragut* (DDG 37) and ships currently under construction.



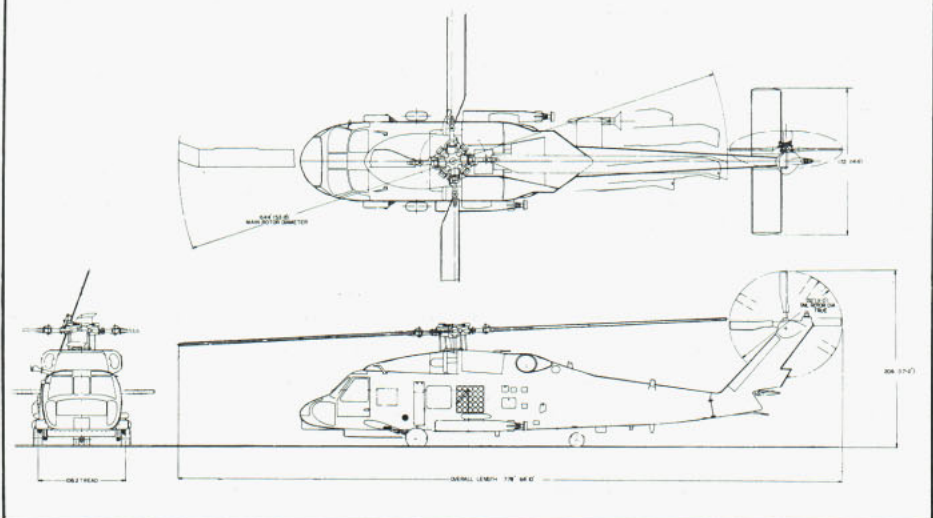
Second Generation

On September 1, the Navy announced that Sikorsky Aircraft Division of United Technologies Corp. had been chosen to build the airframe for the LAMPS MK III helicopter. At the same time General Electric Company was chosen to provide the engine for the aircraft.

The Federal Systems Division of IBM had previously been chosen to integrate the mission avionics into the aircraft and to act as the system's prime contractor.

LAMPS (Light Airborne Multi-Purpose System) was first introduced in 1971, when an existing helicopter—the UH-2C *Sea Sprite*—was converted to an anti-submarine warfare aircraft by adding a sonobuoy monitoring capability, a magnetic anomaly detection

LAMPS MK III AIR VEHICLE
THREE-VIEW DIMENSIONAL DRAWING

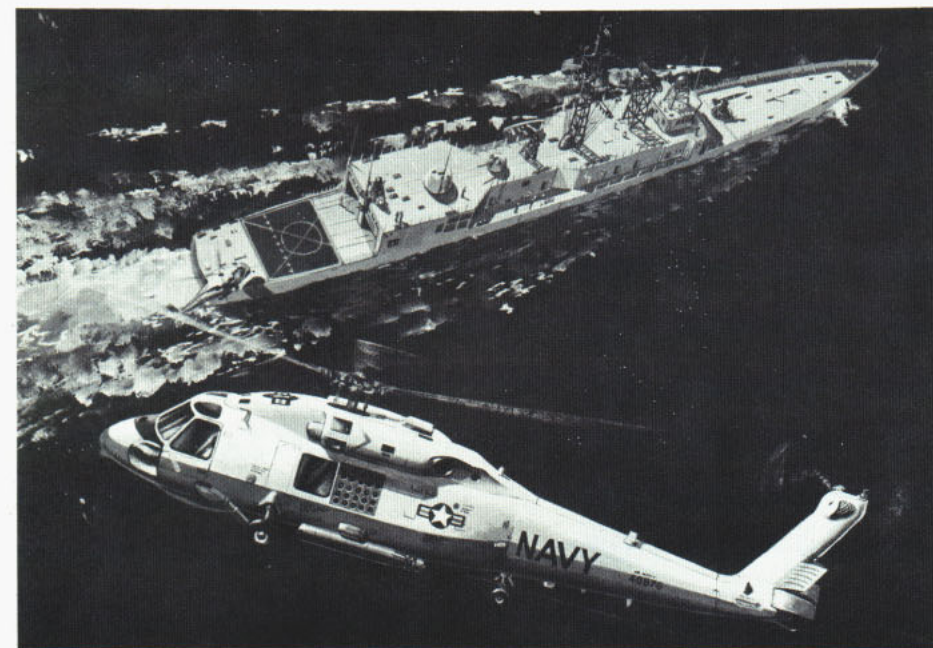


Bearings

system, radar and other mission equipment. The aircraft was redesignated the SH-2D. The fleet currently flies the updated SH-2F version.

Since that time, the six fleet squad-

rons and two training squadrons have proven that LAMPS is a viable concept, broadly expanding the ASW, surveillance and targeting capabilities of the Navy's cruisers, destroyers and frigates in which it has been embarked. LAMPS MK I has become an integral part of our surface Navy.



LAMPS MK III has been designed to take advantage of the increasing capabilities of our surface fleet and incorporates the latest in aircraft, engine and electronic technology. The LAMPS system not only includes the aircraft, but new shipboard electronic equipment, and a Recovery, Assist, Secure and Traversing (RAST) system. This newest Navy helicopter will be an outgrowth of the Army's Utility Tactical Transport Aircraft System (UTTAS), also being built by the Sikorsky company. The Navy will bene-

fit from extensive flight tests and engineering already gone into the UTTAS aircraft, the US-60A.

Over 200 LAMPS MK III aircraft are planned, with the first aircraft

scheduled to reach the fleet in 1984. The new LAMPS system will undergo exhaustive technical and operational testing after the prototype aircraft are delivered in 1979/1980. The LAMPS MK III will provide a great improvement in the ASW and Anti-Ship Surveillance and Targeting (ASST) capabilities of the host ship.

With the latest acoustic processing, radar, electronic surveillance measures and equipment, the LAMPS MK III ship and aircraft team will provide a formidable capability in the fleet to face the growing seaborne threat to the free world.

By CDR R.L. Johnson

Desert Fox Honored

The Federal Republic of Germany's guided missile destroyer *Rommel* (D 187), on a four-month cruise from her

homeport of Kiel, spent several days in Norfolk for crew training and liberty recently.

Built at Bath Iron Works in Maine, the modified *Charles F. Adams*-class DDG is named for Field Marshall Erwin Rommel, the "Desert Fox" of World War II fame.

Rommel, armed with Tartar missiles, two five-inch guns, ASROC and conventional torpedoes, is one of the three guided missile destroyers in the German fleet. The fleet is made up of destroyers, frigates and patrol-type ships, assisted by submarines.

Besides attending CIC operations and equipment maintenance classes at the Fleet Training Center in Norfolk, the ship's 20 officers and 320 enlisted men later visited Baltimore for liberty and participated in aircraft tracking operations off the Virginia Capes. This was expected to be followed by weapons training at Guantanamo Bay before returning to Kiel in December.

The new guided missile destroyer joined the fleet of the Federal Republic of Germany in May 1970.



'Snowbird' Watching

S3A "Viking" crewmen are among the many who watch "Canadian Snowbirds" put on a precision flying display

during Canadian Armed Forces Day 77 held at the Canadian Forces Base Comox, Lazo, B.C. The North Island-based "Viking," along with an F-14 "Tomcat" from Miramar, an EA-6B

"Prowler" from Whidbey Island, and a P-3 "Orion" from Barbers Point, participated in the July celebration.

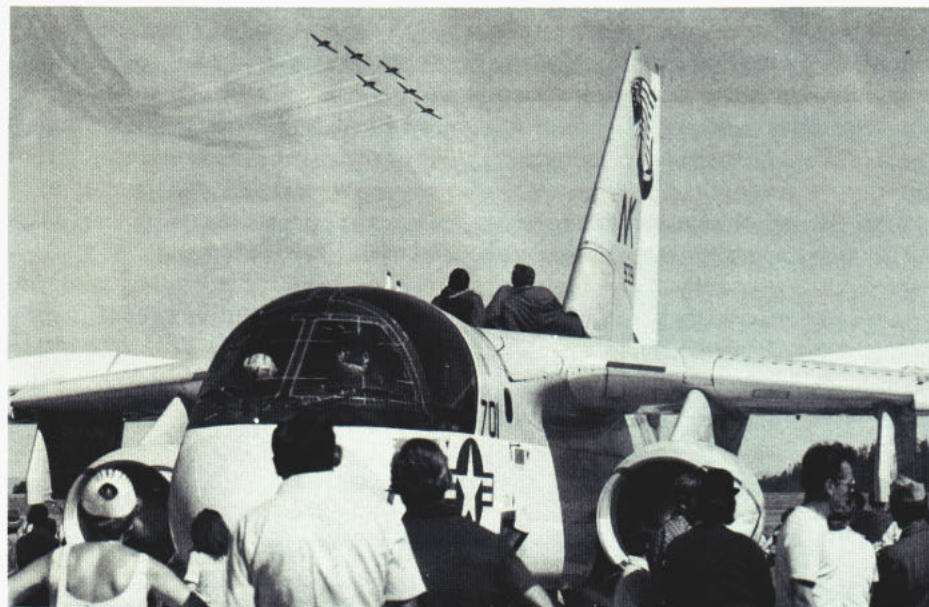
Attitude Pays Off

What a way to go—

In her first attempt at the Operational Propulsion Plant Examination (OPPE), the San Diego-based guided missile cruiser USS *Fox* (CG 33) recently received an overall finding of satisfactory. No mean achievement.

The Engineering Department successfully completed a full power run, achieved flexibility tests on all four boilers, presented three fully qualified underway watch sections and demonstrated the required proficiency and professional knowledge for sustained propulsion plant operations.

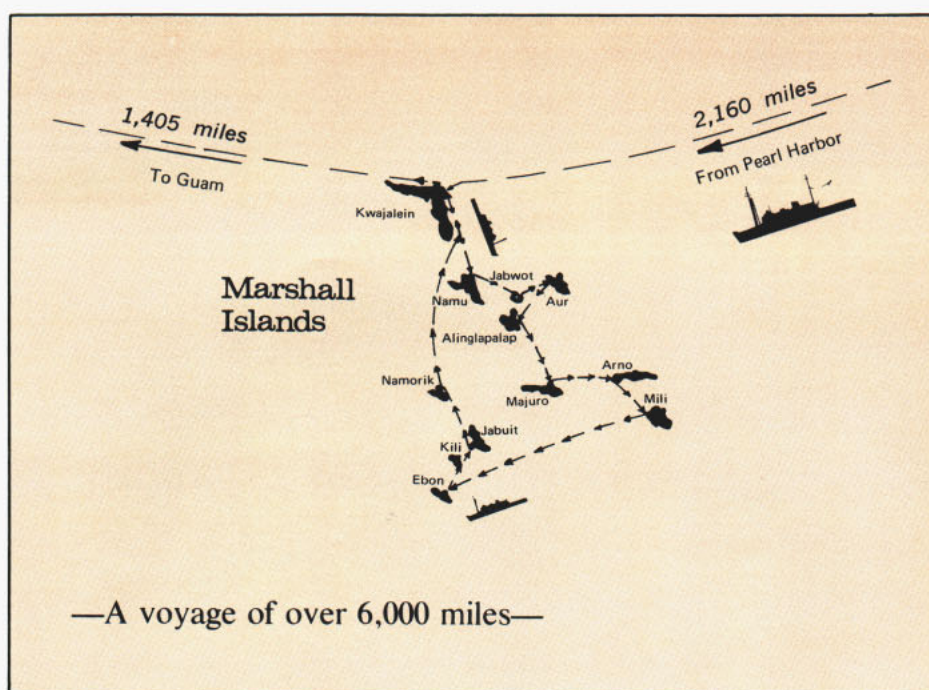
According to a Pacific Fleet Propulsion Examining Board member, "The command involvement and crew attitude and determination was most evident during the examination."



Hopping Bolster

Salvage ship USS *Bolster* (ARS 38) did some late summer island hopping in the Western Pacific. Laying over briefly in Kwajalein to place three tows in temporary mooring before delivering them to Guam and the Philippines, *Bolster* continued hopping through the Marshall Islands (see map) delivering Operation Handclasp materials as she went.

While visiting Majuro, Kili, Arno and Alinglapalap, to name a few, her crew repaired equipment for local residents, traded goods and explored the remnants of Japanese World War II installations. After retrieving her tows, *Bolster*, a unit of Service Squadron Five, homeported in Pearl Harbor, HI, proceeded westward to join the Seventh Fleet.



La Buena Vida

(the good life)



BY JO1 JERRY ATCHISON
AND JO2 DAN WHEELER

The United States understands the ethnic diversity and individuality of her people; it is the source of much of this country's strength. Considering that the U.S. Navy merely reflects American society, it's no wonder that Navy units around the world recently joined—with gusto—in celebration of one source of that diversity.

In proclaiming National Hispanic Heritage Week at Naval Supply Center Oakland, Calif., for instance, Rear Admiral H. C. Donley said, "For more than two centuries men and women of Hispanic origin have contributed their talents and energies to the development of our nation. To acknowledge these contributions, the nation set aside a week (September 11-17) to focus attention on the achievements and aspirations of our Spanish-speaking citizens . . ."

The admiral also stated that the week provided an opportunity for all to remind themselves of the many Hispanics who have served and are serving the nation with honor and distinction, including those in the U.S. Navy.

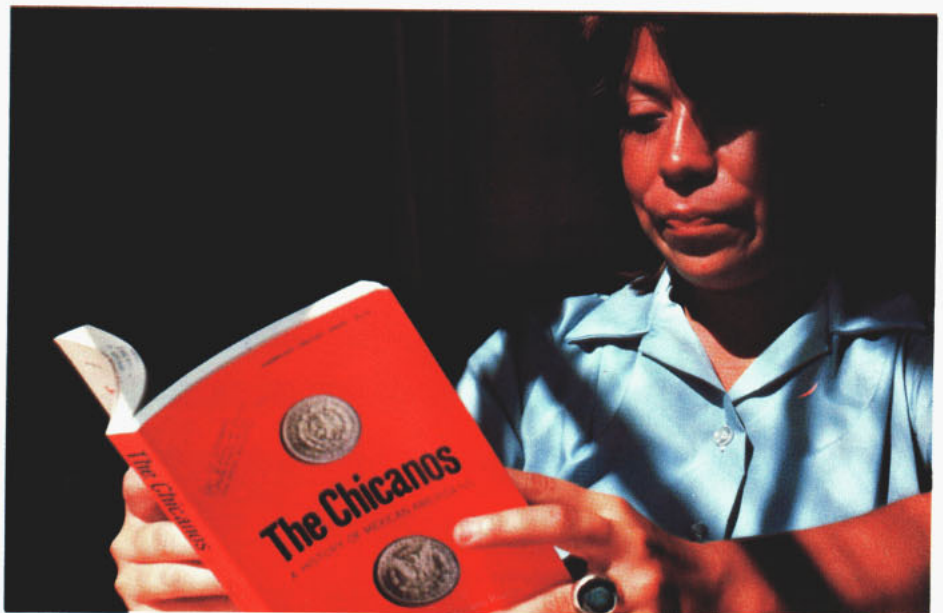
There are more than 14,000 Hispanics in the U.S. Navy. They trace their roots to Spain, Mexico, Puerto Rico, Cuba and a host of other Spanish-speaking countries. Many Spanish speaking people used the occasion of National Hispanic

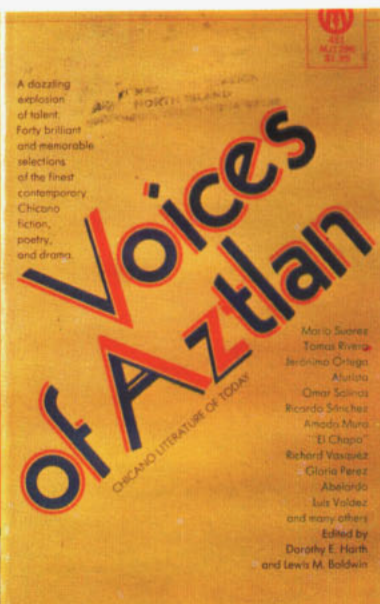
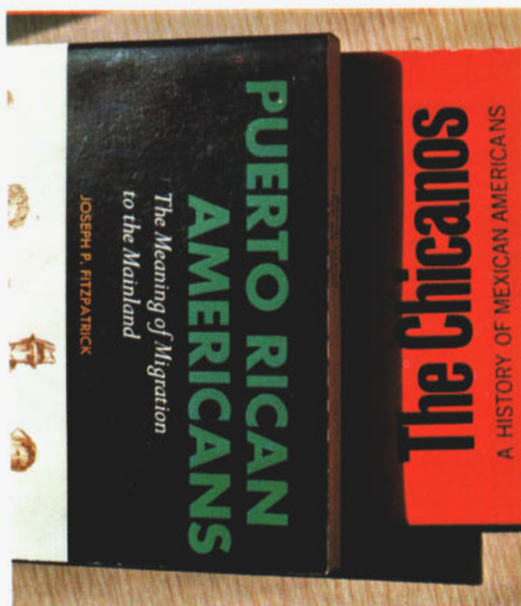


Heritage Week to re-acquaint themselves with their pasts. But of greater importance, the week was an opportunity for non-Hispanic Navy people to learn of their shipmates' customs and ancient homelands.

Consider that while almost every unit in the Navy conducted some form of Hispanic Week commemoration, these events were as varied as the commands at which they were held and as diverse as the people they served to spotlight.

Here, then, is a sampling of that celebration:





"When my folks came from Mexico, they brought a lot of the old country ways of doing things."

- At Naval Air Station Alameda, Calif., a seaman sat in the base library reading one of a score of books on Hispanics. He had selected the book from a display illustrating the depth and breadth of English-language Hispanic literature available at most Navy libraries around the world.

"When my folks came from Mexico, they brought a lot of the old country ways of doing things," he said. "But I never really understood the reason or source of many of these traditions until now."

For this sailor, National Hispanic Heritage Week was more than tacos and burritos in the galley for the noon meal. It was more, too, for the men of the frigate USS *Fanning* (FF 1076).

- In the middle of a drydock period at Hunter's Point, Calif., *Fanning's* 250 officers and men put together a celebration worthy of a major command. When the sailors gathered in the lounge of their temporary ashore home, the ship's public affairs officer, Ensign C. B. Divis, spoke above the sound of native Nicaraguan music.



"I've learned that the most important thing in the Navy is teamwork."



"About 10 per cent of our crew are Hispanic," Ens. Divis said, "and they make a heck of a contribution to Fanning. It's important and valuable to the crew to learn something about the cultures of a sizable part of our crew."

The entertainment group, through music and dance, told the captivated audience of Nicaraguan courtship, marriage, life and death. The international language of music had sailors laughing at the stumbling advances of a bungling suitor, tapping their feet to the beat of Nicaraguan sidewalk vendor songs, and clapping for more.

- At Recruit Training Command, San Diego, Machinist's Mate 1st Class

Roberto P. Rodriguez, a recruit company commander, talked with some of his recruits of Hispanic origin about opportunities in the Navy for minorities.

"There are two types of minorities in the Navy. The ones who use the fact of their ethnic minority as an excuse ('I'm a Chicano so I won't get the breaks the others will') and the ones who see a job and do it. The latter are the successful guys in the Navy," he said.

The recruits were asked if they feared a loss of ethnic identity because they are required to dress, act and work the same way as their fellow sailors. The question promoted a flurry of heated responses, such as—

"I may have been in the Navy only eight weeks," said one, "but I've learned that the most important thing is teamwork and you don't lose your individuality by being a good member of a team."

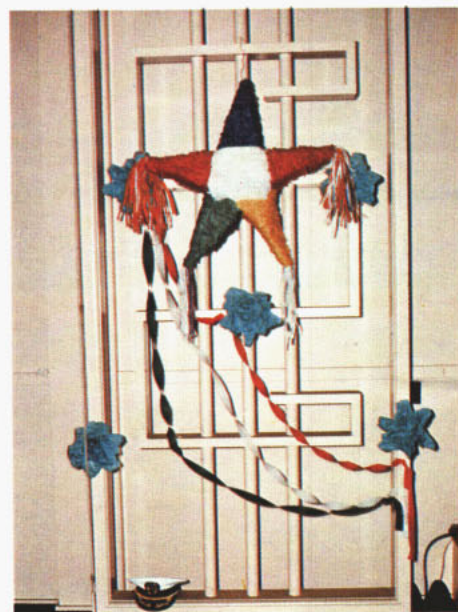
- Perhaps one of the most ambitious commemorations of the week took place at the Oakland Naval Supply Center where a week-long series of concerts, lectures, dances and exhibits portrayed many aspects of Hispanic life.

Herold Martinez, a civilian employe, explained, "Active command support and enthusiastic volunteers working on the planning committee are the reason why we have been able to do so much."

NSC sailors and civilians were treated to a week of Flamenco dancers, lectures on Chicano art, and Hispanic community development. Also included were displays of arts and artifacts of various Hispanic communities, Native American jewelry and crafts, and the traditional costumes of many peoples. Events were held in two shifts during the lunch hour and also in the evenings.



"The week was an opportunity for non-Hispanic Navy people to learn of their shipmates' customs and ancient homelands."



- At NTC, Orlando (Fla.) a small celebration to increase Hispanic Heritage awareness called attention to contributions made daily by active duty Navy people of Mexican, Puerto Rican, Cuban and Latin American backgrounds. NTC sailors were treated to Hispanic food at the enlisted dining facility through the week and had an opportunity to view films at the Enlisted Club on Hispanic heritage and contributions to the American way of life.

- In Washington the celebration actually began in late July—it consisted of a week-long festival (initiated in 1970 by local residents) to recognize the contributions of Hispanic Americans. The summer celebration, attended by many service people, highlighted Hispanic customs and traditions along with cultural activities such as film and music festivals, special stage presentations, Hispanic crafts displays and sales, and a semi-formal Hispanic-American Week Ball.

July activities prepared local Navy people for DoD festivities which coincided with Hispanic Heritage Week in September. Navy people sampled Hispanic food at local dining facilities—a representative ethnic meal was prepared each day. Some of the meals were especially memorable since they came complete, as a package, with Hispanic entertainment—Latin folk singers and strolling Mariachis.

The hub of activities in the D.C. area was the Pentagon, where throughout the week films, bands, displays and speakers were featured on the concourse. One of the speakers was Assistant Secretary of the Navy (Manpower, Reserve Affairs and Logistics) Edward Hidalgo who spoke about Hispanic military contributions to the United States. Assistant Secretary Hidalgo is the first Hispanic American to be appointed to such a high ranking post in the Department of Defense.

- The Navy in New Orleans had a small, but widely visible, celebration. Signs around the Naval Support Activity announced the arrival of Hispanic Heritage Week. South



"Some meals were especially memorable since they came complete with Hispanic entertainment."

American travel posters (obtained from local consulates) advertised not only the traditions of Hispanic countries, but also the times and places that "Los Doce Magnificos" would play. Los Doce Magnificos—The Magnificent Twelve—is a band made up of elements of the U.S. Navy Band New Orleans. In recognition of Hispanic Heritage Week, it played an assortment of Hispanic songs at various locations around the base and was well-received by all who attended.

- At NAS New Orleans, a celebration featured a special meal at the galley to which dependents were invited—of the 150 fed, 50 were dependent guests. The meal, of

course, was Hispanic and the plan of the day, including the menu, was printed in both Spanish and English. Additionally, there were special themes highlighting Hispanic contributions.

Be it Oakland, San Diego, Hunter's Point or Washington, Navy men and women got an up-close and personal look at the world of Hispanic Americans and, in the process, received just a sampling of *la buena vida*—or, the good life. ⚓



'That'll be two eggs

STORY AND PHOTOS BY JOI RICK MILLER

The invitation was as surprising as it was exciting. On receipt, one man turned his restaurant over to his employees. Another rescheduled his vacation in order to participate.

The kids on the list had no problems—it was summer vacation.

In all, a group of 27 men and boys did whatever necessary to participate in what one described as, "The dream of a lifetime."

As the group gathered for an early breakfast in a Malaga, Spain, hotel, their animated talk and sense of anticipation belied the fact of an overnight flight from New York City and the hectic pace of catching taxis and buses.

But fatigue was forgotten. This early morning breakfast marked the real beginning of a two-week adventure few civilians have ever experienced. You see, members of this group were all relatives of crewmen aboard the ammunition ship USS *Mount Baker* (AE 34). And they all were about to embark on a cruise that would span four days of liberty in Malaga and ten days transit back to the United States.

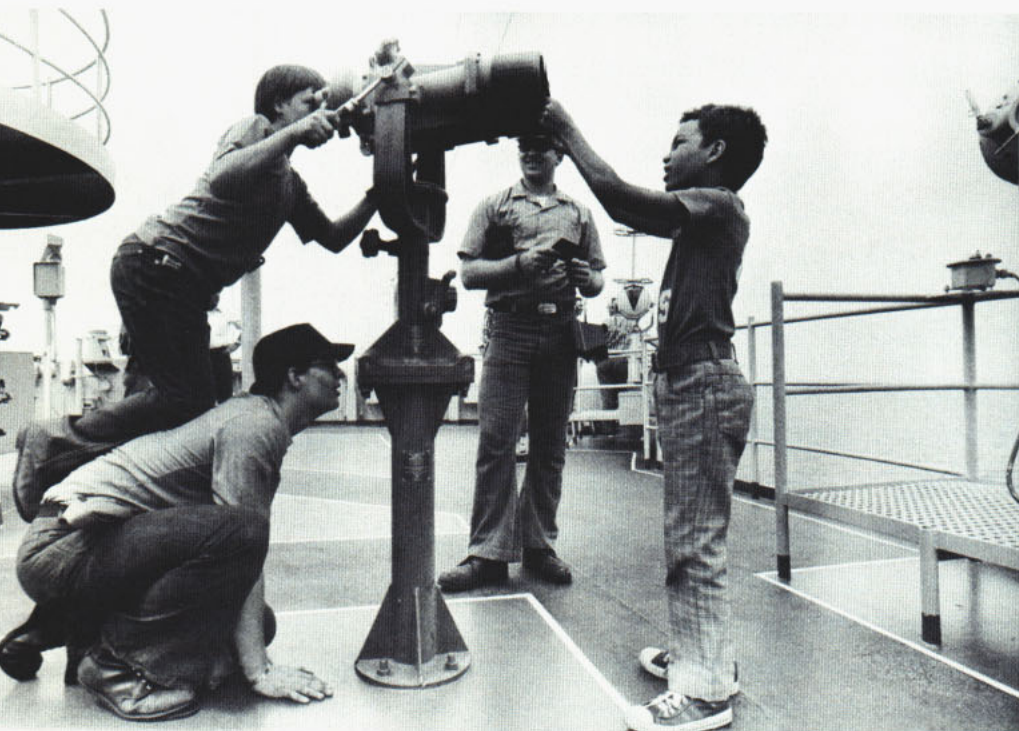
A motor whaleboat from *Mount Baker* arrived at the pier. Following a flurry of baggage and passenger loading, the *Mount Baker* sailors guided the boat past the breakwater. On the other side, the group finally caught their first glimpse of the ship and their home for two weeks.



over easy... Dad.'

The dream of a lifetime





Mount Baker's commanding officer told why the officers and men worked to put this extended cruise together:

the timing was perfect

"The timing was perfect, the kids were out of school, we were scheduled to be in an excellent liberty port and we were going home shortly thereafter."

With the idea heartily endorsed by the crew, planning for the event went ahead: "My executive officer and department heads went through a lot of pains and spent a lot of hours making the arrangements. We wanted to make sure our guests would be properly berthed, fed and that their safety was looked after.

"Even though some crewmen didn't

"I was really surprised to receive an invitation to come aboard a Navy ship," said William Rawling, father of Seaman Bill Rawling, Jr. "I didn't think the Navy ever did anything like that and the friends I talked to couldn't believe it either."

Indeed, the Navy doesn't conduct a father/son cruise of this scope very often. But in the case of *Mount Baker*, months of planning and special permission from the Chief of Naval Operations combined for an experience few would forget.

Commander Raymond B. Wellborn,



get the opportunity to bring members of their family along. I sensed a general lifting of morale among the rest the crew when the guests came aboard."

Those first four days were a whirlwind of family reunions and liberty trips in the Malaga area. There were trips to the bullfights ("I'm glad I went but it's something I particularly wouldn't care to see again," said James Carey, father of Ensign James C. Carey, Jr., of Brooklyn, N.Y.), trips to the beaches and bargain hunting jaunts to the clusters of small shops.

But fathers, brothers and sons were anxious to get a taste of life at sea. Besides, to the West lay home and a much bigger reunion with family and friends.

Mount Baker weighed anchor and steamed from Malaga. Her guests began a few days of adjustment under way that prompted 12-year-old Michael Gormley, brother of GMG3 David Gormley, to observe, "The Navy is pretty good. But I just don't think I want to join.

"I get sick sometimes."

As the cruise progressed, the visiting men and boys became a part of the crew. They ate with the crew, slept in the same compartments and even got the chance to take part in shipboard routine.

Rodney Downey, a medical technician from Star Lake, N.Y., found himself a home in *Mount Baker's* sickbay—not as a patient.

"The chief hospital corpsman gave me a complete tour of the medical spaces. If I showed the least little bit of interest, crewmen were more than happy to explain their jobs and how everything worked."

The same thing happened in the crew's mess.

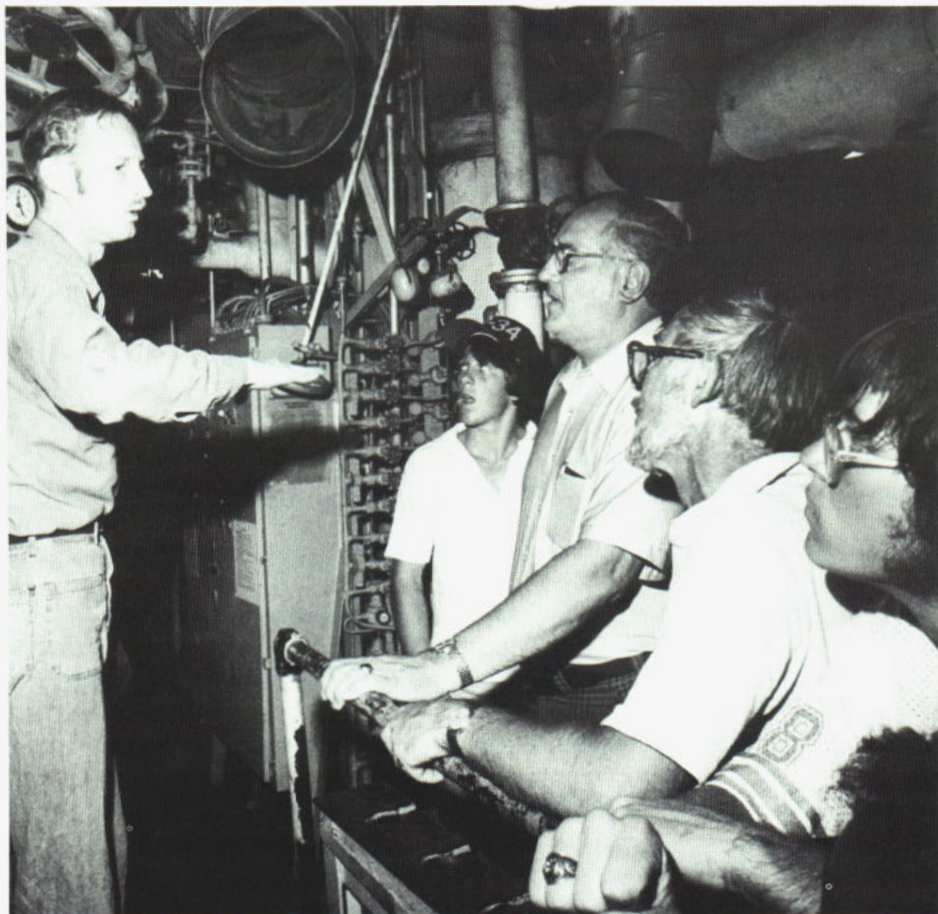
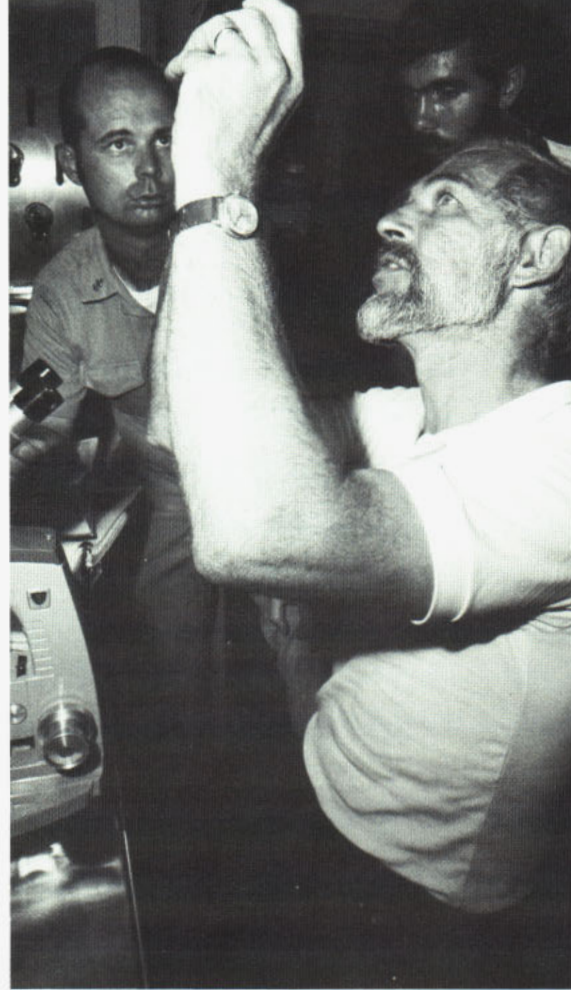
Pete Burrell, the restaurant owner of earlier mention—from Saluda River,

S.C.—was quite comfortable working side-by-side with his son, MSSN Cecil Burrell, in preparing meals for the crew.

Mr. Burrell's experience and seasoned palate (he was often munching on one thing or another) prompted him to rate *Mount Baker's* food as *outstanding!*

Another father took his barbering skills and shears down to *Mount Baker's* barber shop and thereby learned the tricks of cutting hair on a rolling deck.

Though many enjoyed testing their civilian skills aboard ship, the skills employed and unique tasks assigned a modern U.S. Navy ship prompted the greatest interest. The group explored



the ship from stem to stern.

"There was very little off-limits to us," said James F. Millican, who came all the way from Portland, Ore., for the at-sea period. "I was on the bridge and signal bridge any time of the day or night and I was totally welcome. In fact, I practically learned to navigate while I was on board."

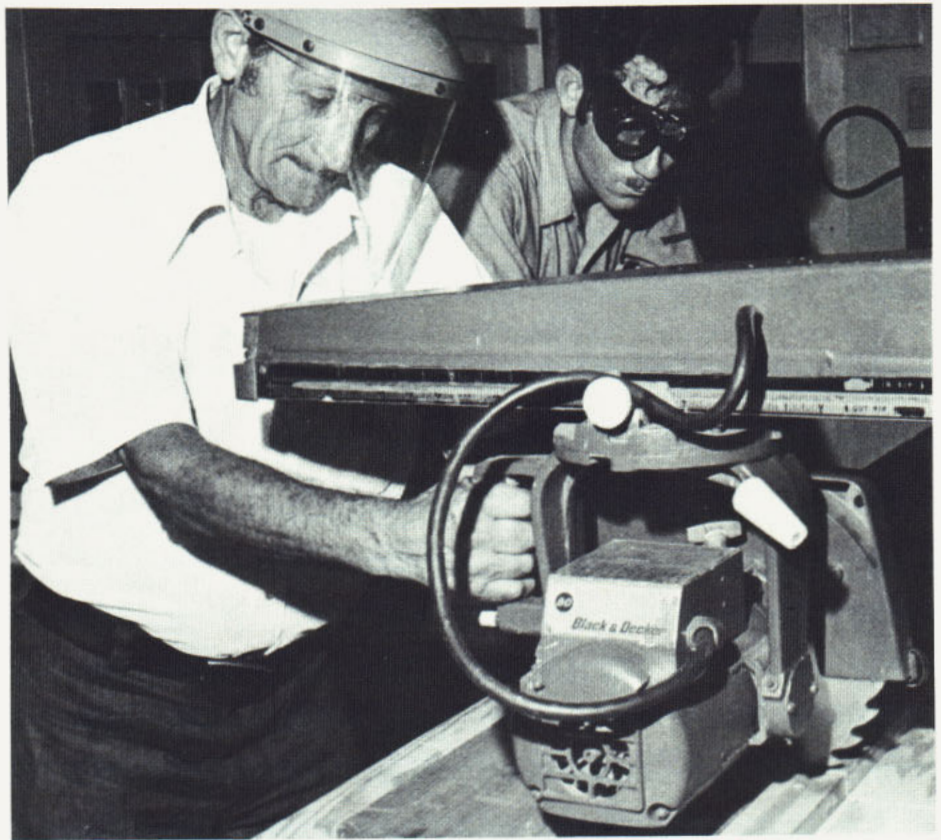
The signal bridge was popular with the rest of the guests, too, because it was one place where they could see all of *Mount Baker's* evolutions. The signal bridge, presided over by Signalmen 1st Class George Dreher, became the meeting place of the *Mount Baker's* new "social club."

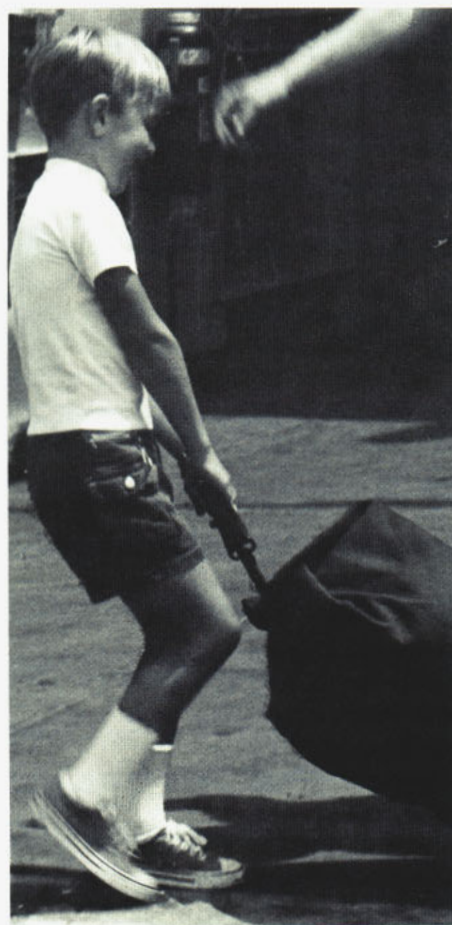
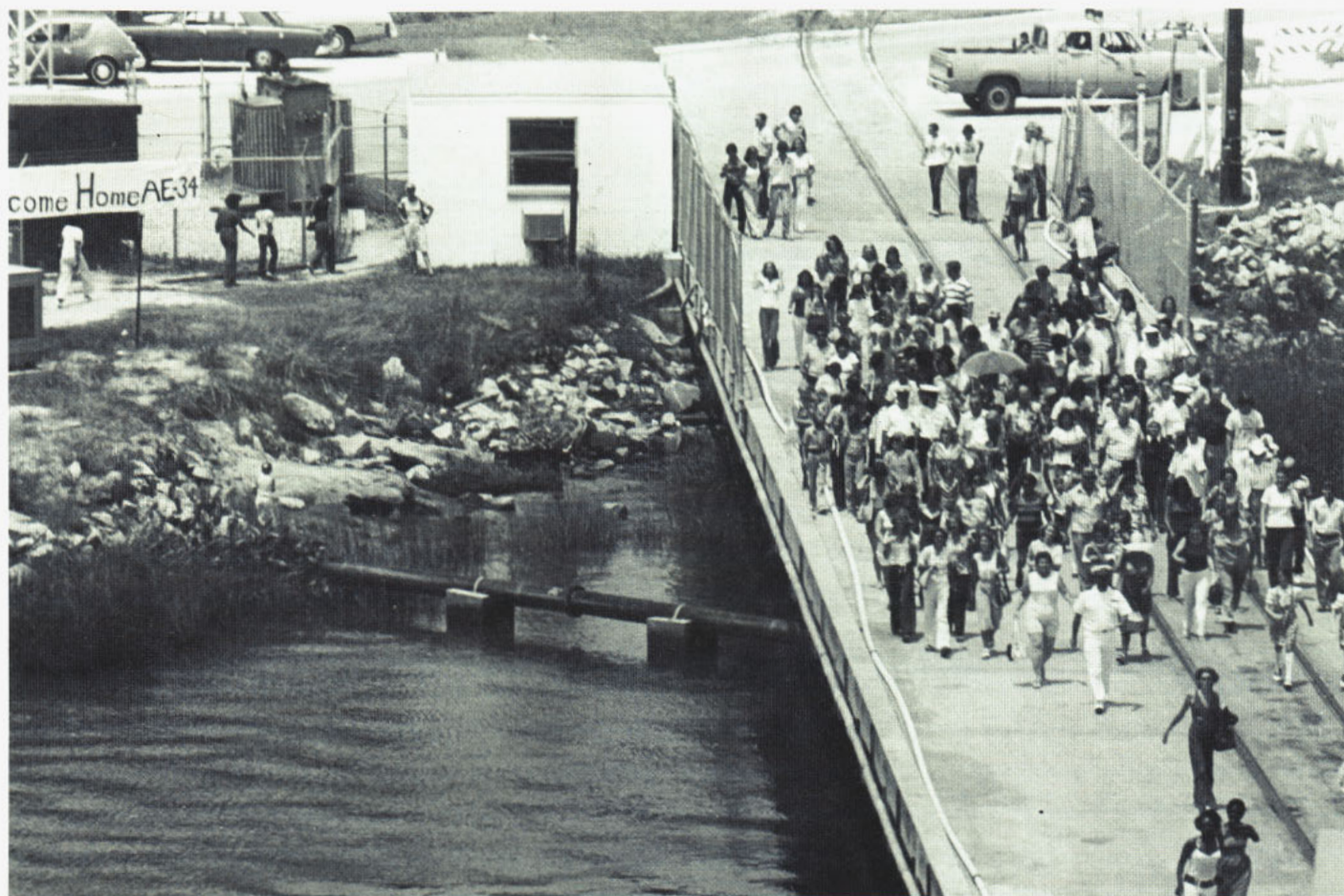
"George was great about letting us hang around. We tried to keep out of his way as much as possible and he always made sure there was hot coffee available," one father said.

From their signal bridge vantage point, the guests watched vertreps, conreps and unreps; in addition to leapfrog exercises, gun shoots, small arms training and a host of other events.

"Vertical replenishments impressed me most," said Val Michels, father of EMI Bill Michels. "They did it so fast. The helos would come down, hook up and be gone with the load in a matter of seconds. Before long, all the ammunition that had been set out for transfer was gone. Everyone knew his job."

Chris Geerken, nephew of pilot LTJG William Okrepkie, said he enjoyed seeing his uncle fly more than





anything else on the trip. "When he was busy flying I was up on the signal bridge watching. It takes a lot of discipline."

"I never realized these boys put in such long hours," said Alex Mihm,

I was really impressed

father of PNSN Mike Mihm. "I was really impressed with the way everybody was doing their job. I think the taxpayer is getting what he's paying for."

There still remained, one more sea-going experience: "Channel Fever."

Those last few hours became a time of increased excitement and of last minute matters that were in need of clearing up. Up on the signal bridge, SMI Dreher, by then president of the "Mount Baker Social Club" and keeper of the hot coffee, was presented a plaque decorated with Spanish *pese-tas* by appreciative fathers, sons, brothers and nephews.

On the mess decks, Larry Prevo and his son MSSA Joe Lash, sat down with Ed Burris and his son MSSN Curtis Towne. The four tallied up the results of their card-playing marathon across the Atlantic, decided each team had won an equal number of games and concluded they'd had a great time!

When the ship reached the pier, crewmen, fathers and sons were greeted by waiting families. Coming home was another experience. In fact it was "the" experience that capped two weeks of new sights, sounds and adventures. It was a greater experience for little Mike Gormley—who still maintained he "got sick sometimes."

Grains of Salt

First landing at South Pole

BY LCDR GEORGE WOLFFORD

Commander Richard E. Byrd made history Nov. 29, 1929, as the first man to fly over the South Pole, but it took another 37 years to land an airplane at the bottom of the earth. That honor goes to Rear Admiral George J. Dufek who did just that on Oct. 31, 1956. Accompanied by a crew of six, Dufek hacked a hole in the ice, deposited a certificate of landing and raised an American flag on the spot in minus 58 degree weather.

"It looked just like a white Kansas wheatfield—all flat—except the wind was blowing furrows in the snow instead of waving midwest grain," said Rear Admiral Dufek in an interview last fall. (Admiral Dufek died at Bethesda Naval Hospital on Feb. 10, 1977.)

As commander of the Navy's first Operation Deepfreeze (1956-59), Dufek's mission was to establish five coastal and three interior bases. He and his men built the bases and explored a million square miles in Wilkes Land as part of the preparation for the 18-month International Geophysical Year of 1957. Before any of that could be done, however, major problems had to be overcome.

"The base at the Pole, designed to house 18 men, required 750 tons of supplies and construction material," Dufek recalled. "This couldn't be transported by dog teams or tractors. It had to be accomplished by aircraft—provided ski-planes could land and take off at the Pole. The only ski-equipped aircraft were R4Ds (DC-3s) but they were limited to a cargo load of five tons. The Air Force offered the use of their C-124 *Globemasters*. However, there were no skis for those giants."

The decision was made to use an R4D for the first attempt at landing at the Pole with a *Globemaster* flying above to observe. If the smaller plane couldn't takeoff after landing, according to the plan, the big one would parachute material sufficient to set up a temporary camp until help came. (Later in other operations, *Globemasters* would be used to parachute in supplies for building the

camp after R4Ds had delivered construction workers to the site.)

RADM Dufek and Navy Captain Doug Cordiner were aboard that original flight destined to be the first to land at the Pole. Flying the R4D was Lieutenant Commander Conrad (Gus) Shinn with Commander William Hawkes as co-pilot and Lieutenant John R. Swadener navigating. Aviation Machinist's Mate 2nd Class John P. Strider was the mechanic and plane captain, and Aviation Electronics Technician 2nd Class William A. Cumbie was the radioman. After months of planning and training, this crew put down their ski-equipped plane and became the first men to arrive at the South Pole since the British foot-sled expedition of 1912 led by Royal Navy Captain Robert F. Scott.

One major concern of the crew had been the density of the snow on which they were to land—would it be too hard or too soft thereby endangering both the touch down and preventing take-off? Hawkes devised an ingenious method of determining the snow's ability to support their aircraft's weight. Hawkes had obtained a photo of Scott (of the 1912 expedition) standing in the snow at the Pole and determined how much weight per shoe the snow supported. He then extrapolated that to the ski surface and plane weight and calculated that the craft they were to fly would be able to take off and land. The crew placed their faith in Hawkes' calculations.

"We were full of confidence," said Dufek. "We had planned the landing for two years and photographed the area. The fact that our aircraft was nicknamed 'Que Sera Sera' (What will be, will be) was purely coincidental!"

As the plane flew over the Pole, Hawkes asked Dufek, "Admiral, should we land now or have the *Globemaster* drop some gear to mark the surface?"

"Use your own judgment," Dufek replied.

"We have a fair surface here," offered Shinn.

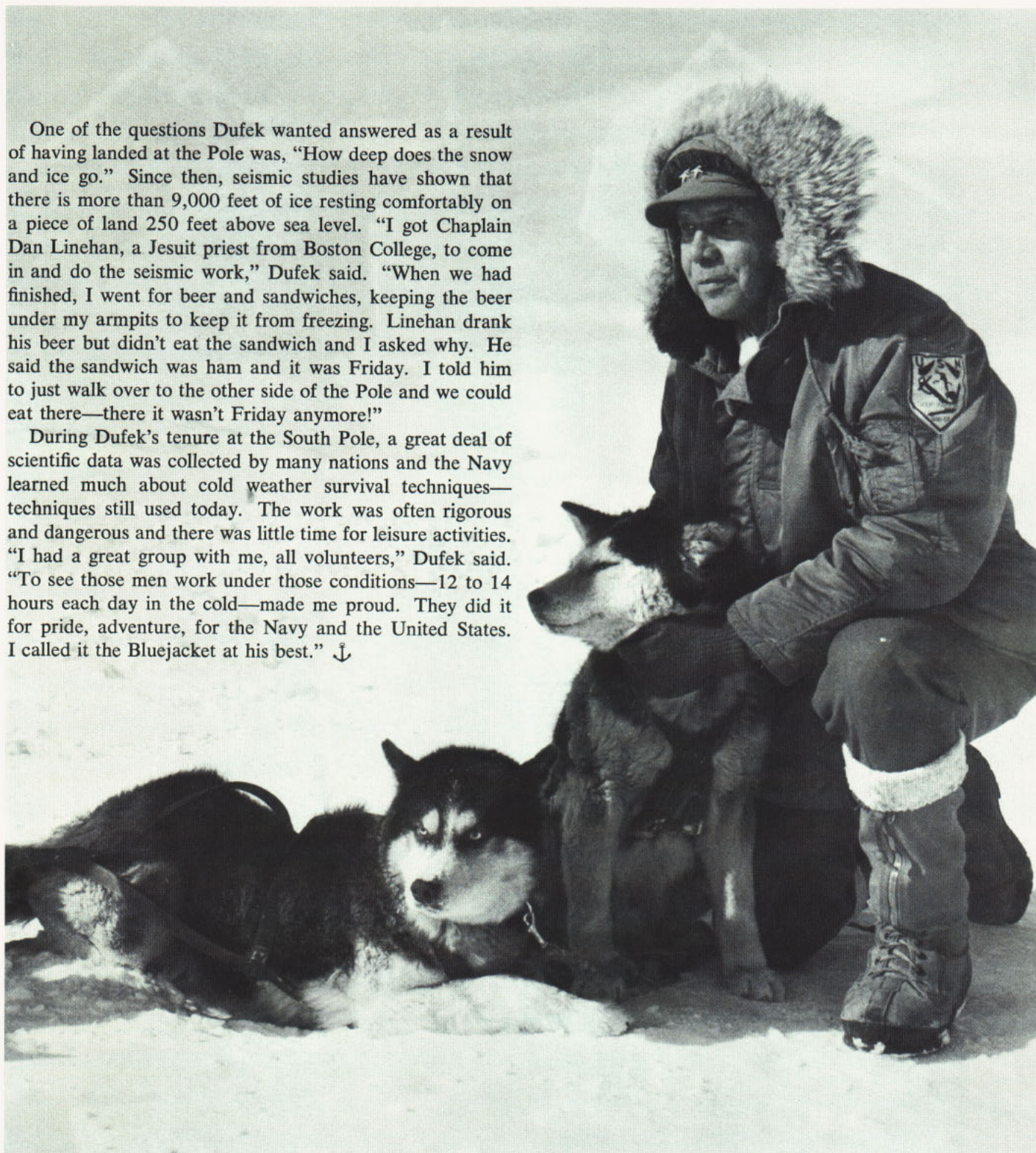
"Set her down when you're ready then," the admiral ordered.

Flying above them, the *Globemaster's* pilot broke in over the intercom, "Don't worry Gus, if you can't take off, I'll bellyland this baby and give you a warm house to live in."

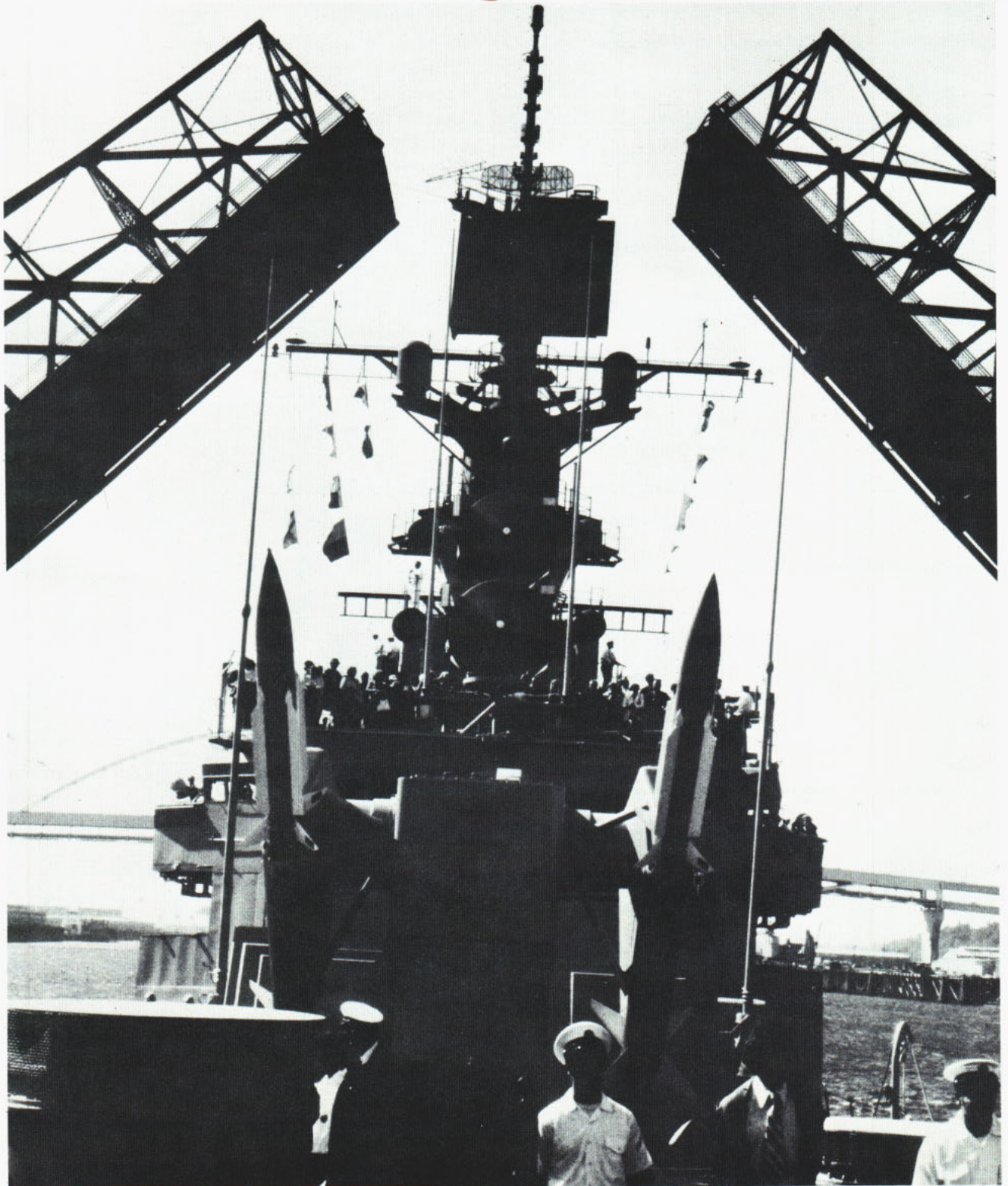
The plane came in smoothly, touched the surface, bumped a few times and then slowed to a stop at 8:34 p.m. (GMT). After 49 minutes on the ice, *Que Sera Sera* was again airborne, assisted by 15 jet-assist bottles.

One of the questions Dufek wanted answered as a result of having landed at the Pole was, "How deep does the snow and ice go." Since then, seismic studies have shown that there is more than 9,000 feet of ice resting comfortably on a piece of land 250 feet above sea level. "I got Chaplain Dan Linehan, a Jesuit priest from Boston College, to come in and do the seismic work," Dufek said. "When we had finished, I went for beer and sandwiches, keeping the beer under my armpits to keep it from freezing. Linehan drank his beer but didn't eat the sandwich and I asked why. He said the sandwich was ham and it was Friday. I told him to just walk over to the other side of the Pole and we could eat there—there it wasn't Friday anymore!"

During Dufek's tenure at the South Pole, a great deal of scientific data was collected by many nations and the Navy learned much about cold weather survival techniques—techniques still used today. The work was often rigorous and dangerous and there was little time for leisure activities. "I had a great group with me, all volunteers," Dufek said. "To see those men work under those conditions—12 to 14 hours each day in the cold—made me proud. They did it for pride, adventure, for the Navy and the United States. I called it the Bluejacket at his best." ↓



Everything's Just Rosy



in Portland

BY LCDR DALE G. POTTS

Some may claim Navy life isn't a rose garden but Oregonians actually provide such a garden.

Uniformed Navy people are something of a novelty to Portland city's 300,000 residents since the only Navy there is a small group stationed in two reserve ships and at a local recruiting station. During the peak of this year's rose season, however, 2,700 Navy men were treated like knights—and a few actually were knighted.

Navy people have been attending the Rose Festival since 1912; the celebration then was five years old. Fact is, the old USS *Oregon*, manned en-

tirely by Oregonians, regularly visited the event. Even today, citizens speak fondly of "their battleship," the main mast of which is enshrined in Portland.

This year, 11 U.S. Navy, five Canadian Navy, and a U.S. Coast Guard ship pulled liberty during the celebration. They didn't cruise up the Willamette River alone, though. The Navy makes its first appearance when several hundred Oregonians and assorted VIPs board the Navy ships in Astoria and undertake the nine-hour cruise up the Columbia River to the Willamette River—then into Portland. When the ships arrive, the 10-day festival begins.

Highlight is the Grand Floral Parade. This year it featured 37 floats, each

decked out in natural flowers; 31 marching bands; and 46 equestrian units. Two other parades drew attention—the Starlight Parade in which 64 illuminated floats glided through the city in the evening, and the Junior Rose Festival Parade staged by children ages 6 to 13.

Other events were the Festival of Bands in which high school marching bands from all over the nation competed, the Rose Cup Trans-Am Sports Car Race, the Rose Festival Square Dance featuring more than 3,000 dancers, and the annual Rose Beauty Contest—not girls but growers competing for the "perfect rose" prize.

Intership contests pitted Navy and Marine Corps teams against each other and against foreign navy teams. The Navy also sponsored dances for both officers and enlisted men along with receptions and other social events.

The sailors took in the Fun Center, a managerie of attractions including more than 50 carnival rides and 129 booths with everything from food to games, and there was always more to see under the four Big Tops.

The sea service received much favorable radio and TV coverage. "It sure didn't hurt our recruiting chances," said one happy recruiter. There might not be a connection, but last year Portland was the number one recruiting district in the U.S.

The highlight of the celebration was the Knighting Ceremony held to honor "Those distinguished guests present." This year's newly dubbed knights are: Vice Admiral Samuel L. Gravely, Jr., Commander Third Fleet; Rear Admiral James Murray, Commandant 13th Naval District; Captain John Allen, Commander Destroyer Squadron 37; and Captain F. Kraft, Commander Destroyer Squadron 27.

Though everyone wasn't knighted, there were no regrets. ⚓



Mail Buoy

Belt Buckles

SIR: I have several questions that you may be able to answer.

After much discussion about authorized belt buckles, it was decided to ask the opinion of ALL HANDS. Would you please tell us whether the following buckle is authorized or unauthorized: Width: 1½ inches; Length 2½ inches; color, chrome plated (silver in color); decoration, inscribed with name of previous ship. The buckle has a roller pin stop and is cinched the same as the standard military belt buckle.

• U.S. Navy Uniform Regulations, 1975, state that a "buckle may be decorated with appropriate naval insignia, designs or devices to which the wearer would otherwise be entitled." The very popular belt buckle described above is permitted for wear except that: "Personnel are to have in their possession at least one undecorated regulation belt and buckle which is to be worn for inspections and on ceremonial occasions."

Would you please give a description of the regulation belt buckle?—CWO G.E.LEB.

• A regulation belt buckle, available through Clothing and Small Stores, has the following dimensions: width, 1½ inches; length of frontal piece, approximately 17⁄8 inches; color, brass for officers and CPO's and pewter for E-1 through E-6.—ED.

Reunions

• USS *Sample* (DE 1048)—Reunion planned for April 1978. Plank owners contact Harry J. Wheaton, 5970 Whethersfield Lane, Birmingham, Mich. 48010.

• USS *Hammerhead* (SS 364)—Planning a 1978 reunion for World War II crewmembers. Contact George J. Chermack, 549 E. Roberts Street, Norristown, Pa. 19401.

• USS *The Sullivans* (DD 537)—Reunion in Buffalo, N. Y., August 1979. Contact Robert R. Sander, 325 Thatcher Ave., River Forest, Ill. 60305.

• USS *Phelps* (DD 360)—Fifth reunion in Greensboro, N. C., Aug. 4-6, 1978. Contact Harold Placette, 3336 Roanoke Port Arthur, Tex. 77640.

The Log Book

Here are some more excerpts from ALL HANDS articles of days gone by.

35 YEARS AGO

• Old Glory waved through the heaviest of fighting at Pearl Harbor last December 7, and, of all those proud ensigns of the U.S. Fleet which faced the fire of combat, that aboard USS *Shaw* deserves special mention. *Shaw* was exposed to intensive bombing as she lay at her pier in Pearl Harbor, finally settling beneath the water. When the battle subsided, the ensign of *Shaw* was still flying from an unsubmerged mast of the destroyer—bomb torn and bullet riddled, but still flying. *Shaw*, at first thought to be a total loss, will cruise again, thanks to the skill of Naval engineers. Raised and equipped with a temporary bow, the vessel made her way to a U.S. mainland port where she has been repaired with a permanent new bow added. When *Shaw* goes off to further sea fights, a new ensign will be flying at the mast. The ensign that refused to go under at Pearl Harbor, for all the bombs and bullets, has taken its place in the nation's collection of hallowed battle flags.

25 YEARS AGO

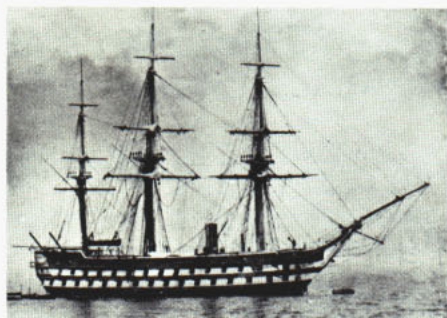
• Ever hear of a destroyer chasing a train? Well then, draw up a chair. It happened recently in Korea when sharp-eyed lookouts on board the tin can USS *Duncan* (DDR 874) spotted a locomotive at night chugging up the coastal track near Hungnam. *Duncan* immediately lit up the scene with star shells, like May Day in Red Square. The locomotive engineer reacted by piling on all the steam she could beg, borrow or steal. *Duncan* gave chase, trying to reach the speeding train with her five-inch shells. Unfortunately, she never quite made it. "We just about had her," the skipper reported later, "when the doggoned thing ducked into a tunnel and refused to come out again!"

15 YEARS AGO

• For the first time in its history, the surface Navy has "gone fission." This situation first occurred when USS *Long Beach* (CGN 9), the Navy's first nuclear-powered surface ship, was commissioned in September 1961. The new 14,000-ton guided missile cruiser—721 feet long, 73 feet wide and powered by two pressurized water reactors—is capable of cruising at speeds over 30 knots. Her range is almost unlimited. Armed with both *Terrier* and *Talos* missiles, *Long Beach* adds strength to our defense forces afloat. The nuclear-powered cruiser is operating with the Atlantic Fleet and calls Norfolk, Va. her home port.

Stern Shots

Many United States Navy ships have earned a place in history for their association with well-known leaders and events. Can you name these famous flagships of the past?



A Civil War flagship of Admiral David Farragut at New Orleans, 1862, and Mobile Bay, 1864.



B Admiral George Dewey's flagship at the Battle of Manila Bay, 1898.



C Admiral William F. Halsey's flagship at the Battle of Leyte Gulf, 1944.



F Commodore Edward Preble's flagship at Tripoli, 1804.



D Served as amphibious flagship in many World War II Pacific operations; General Douglas MacArthur's flagship for the landing of UN forces at Inchon, Korea, 1950.



E One of Commodore Matthew Perry's three flagships during the Japanese Treaty Expedition of 1853-4.



G World War II Third Fleet flagship at the time of the Japanese surrender ceremonies, Sept. 2, 1945.

All Hands, the magazine of the U.S. Navy, published for the information and interest of all members of the Naval service, is issued monthly by the Office of the Chief of Information, Room 2E329, Pentagon, Wash., D.C. 20350. Issuance of this publication is approved in accordance with Department of the Navy Publications and Printing Regulations, P-35 (revised January 1974). Opinions expressed are not necessarily those of the Department of the Navy. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted.

ORIGINAL ARTICLES and information of general interest may be forwarded addressed to the Editor, All Hands, Navy Internal Relations Activity, Print Media Division, Room 1044, Crystal Plaza No. 6, 2221 Jefferson Davis Highway, Wash., D.C. 20360.

DISTRIBUTION: All Hands is distributed to all Navy activities on the standard Navy Distribution List (SNDL) on the basis of one copy for approximately six naval officers and enlisted personnel on active duty. Limited distribution to Marine Corps activities is effected by the Commandant.

PERSONAL COPIES: The Magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Wash., D.C. 20402. The rate for All Hands is \$1.65 per copy; subscription price is \$19.00 a year, domestic (including FPO and APO address for overseas mail); \$23.75 foreign. Remittances should be made payable to the Superintendent of Documents and forwarded directly to the Government Printing Office.

Answers: (A) USS Hartford; (B) USS Olympia; (C) USS New Jersey; (D) USS Mt. McKinley; (E) USS Powhatan; (F) USS Constitution; (G) USS Missouri.

USS TEXAS (CGN 39)

